



Transportation Issues Survey Results

Prepared for:

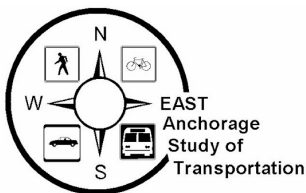
**Alaska Department of
Transportation & Public Facilities**

and

Municipality of Anchorage

Prepared by:

HDR Alaska, Inc.



April 2003

Study Overview

State and local officials commissioned the East Anchorage Study of Transportation (EAST) to examine transportation improvements for the East Anchorage study area.¹ The study's objective was to identify current problems; forecast future transportation demands and deficiencies (through the year 2023); and then analyze approaches to improve our ability to travel safely and efficiently within and through the study area. The study focused on accessibility, mobility, and public safety, as well as relieving congestion at major eastside intersections. The end product will provide data and analysis to help plan future public transportation, sidewalk, trail, and road improvements. Findings from EAST will be used, in part, to prepare Anchorage's long-range transportation plan (LRTP). The following list highlights EAST study phases:

- Transportation and Mobility Data Gathering and Analysis
 - Collect Background Data
 - Analyze Background Data
 - Forecast Future Development Patterns and the Demand, Supply, and Performance of the Transportation System.
- Problem Identification and Study Objectives
 - Formulate Study Objectives
 - Identify Problems and Needs
 - Identify Community Goals and Objectives
- Alternative Development and Evaluation
 - Develop Evaluation Criteria
 - Develop Alternatives
 - Evaluate Alternatives
- Study Recommendations

Survey Overview

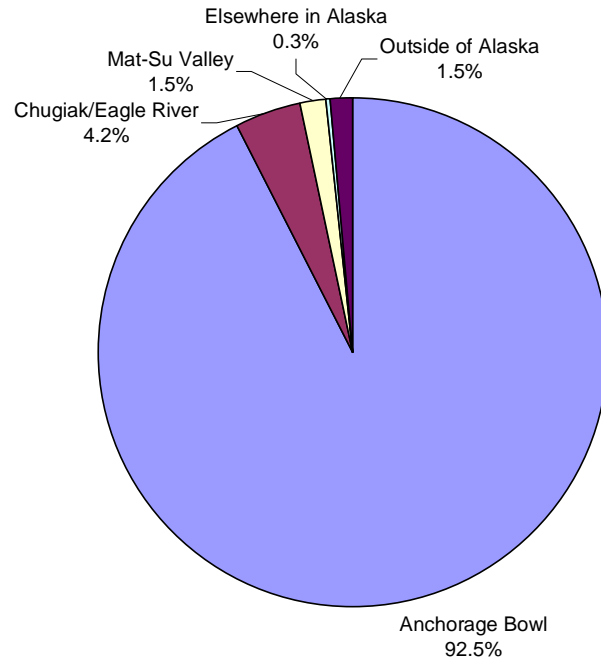
A survey on transportation conditions and issues was put on the project website to collect information on the condition of the transportation system and other pertinent information (i.e., what people value, their transportation system usage, recommendations for improvement, etc.). A total of 339 respondents completed the survey over a period of 7 months (between July 2, 2002 and February 10, 2003). The information collected will be used to help local government officials and planners improve the transportation system in east Anchorage.

Because the survey was self-selecting (i.e., survey respondents voluntarily chose to take the survey rather than someone asking them to take the it), the results are not statistically significant. This means that while the responses provide valuable insight into many of the transportation problems in east Anchorage, they are only intended to illustrate the opinions of those who responded, and do not represent the opinions of the population of Anchorage as a whole.

¹ Defined as the geographic area bounded by the Glenn Highway to the north, Rabbit Creek Road to the south, the Old Seward Highway to the west, and the Ft. Richardson Military Reservation and Chugach State Park to the east.

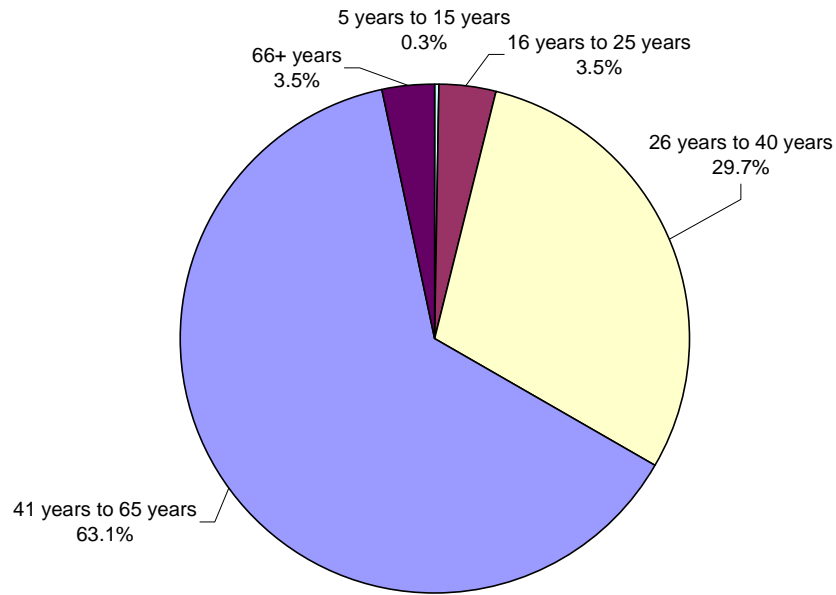
Survey Results

Question 1: Where do you live?



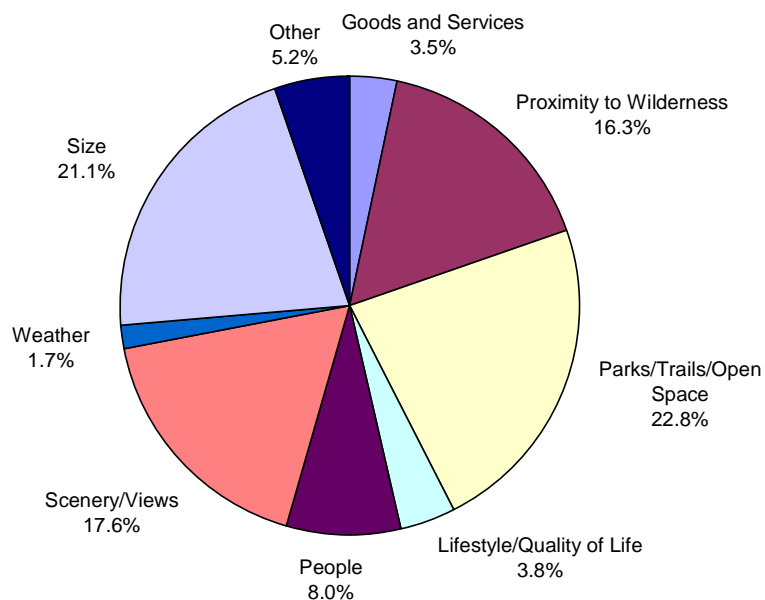
	RESPONSE TOTAL
Anchorage Bowl	310
Chugiak/Eagle River	14
Mat-Su Valley	5
Elsewhere in Alaska	1
Outside of Alaska	5
Total Respondents	335
Skipped this Question	4

Question 2: What is your age?



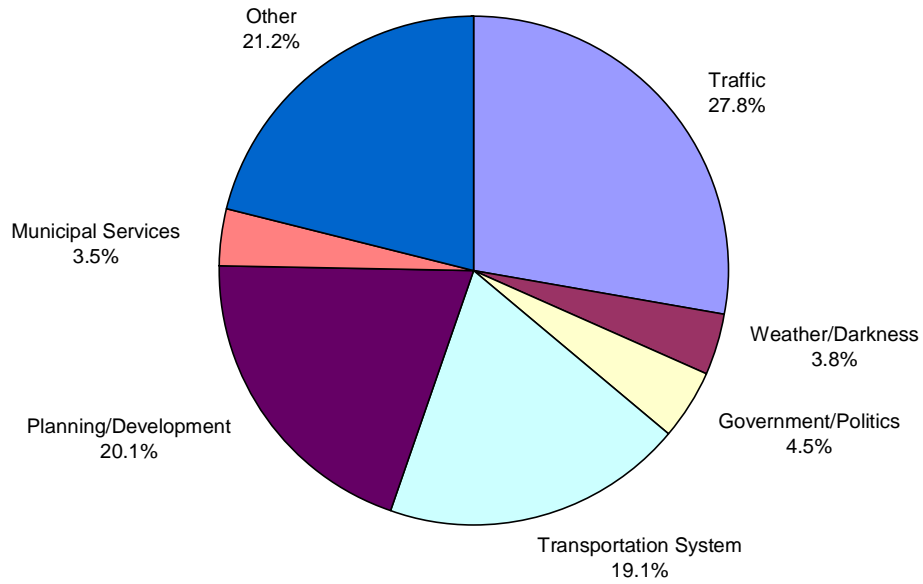
	RESPONSE TOTAL
5 years to 15 years	1
16 years to 25 years	11
26 years to 40 years	94
41 years to 65 years	200
66+ years	11
Total Respondents	317
Skipped this Question	22

Question 3: What is the best thing about Anchorage?



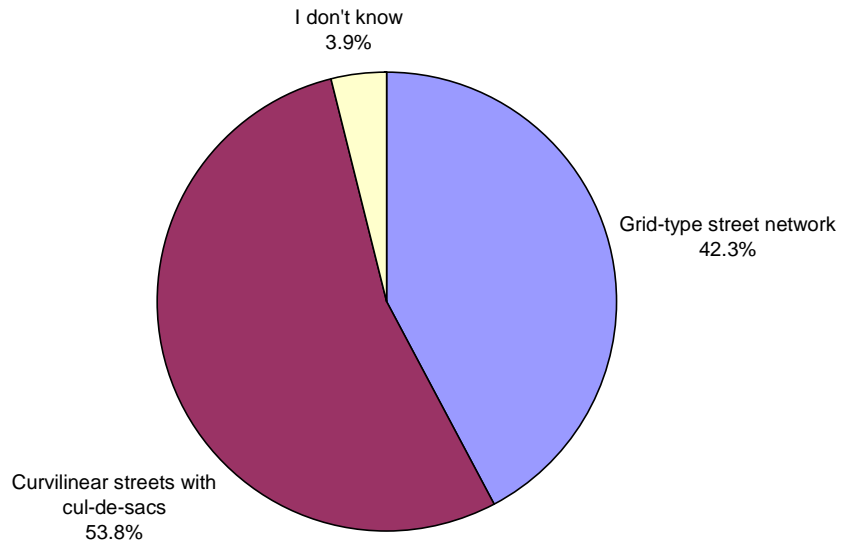
	RESPONSE TOTAL
Good and Services	10
Proximity to Wilderness	47
Parks/Trails/Open Space	66
Lifestyle/Quality of Life	11
People	23
Scenery/Views	51
Weather	5
Size	61
Other	15
Total Respondents	289
Skipped this Question	50

Question 4: What is the worst thing about Anchorage?



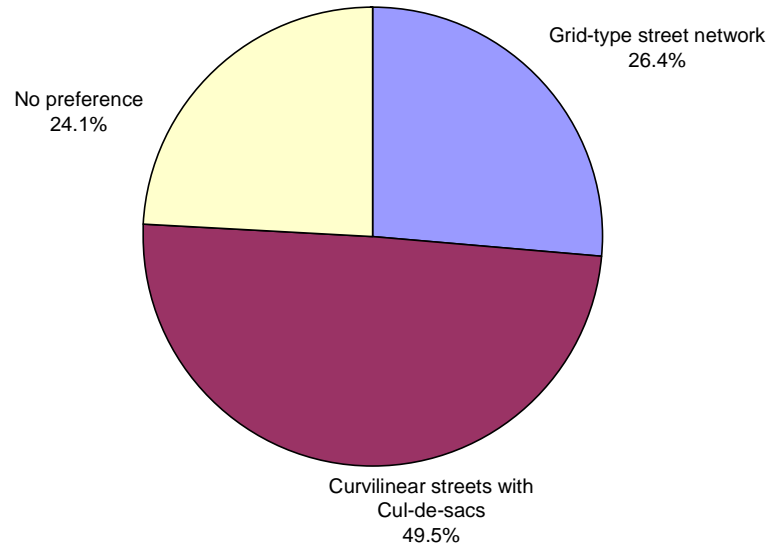
	RESPONSE TOTAL
Traffic	80
Weather/Darkness	11
Government/Politics	13
Transportation System	55
Planning/Development	58
Municipal Services	10
Other	61
Total Respondents	288
Skipped this Question	51

Question 5: What kind of neighborhood do you live in?



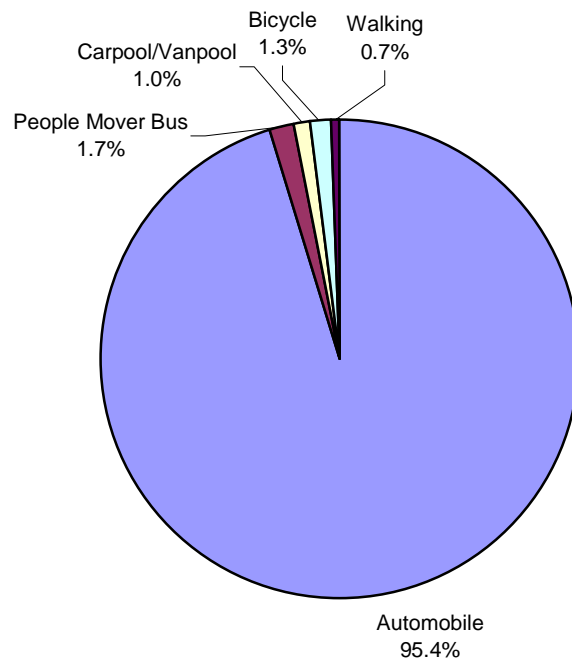
	RESPONSE TOTAL
Grid-type street network	129
Curvilinear streets with cul-de-sacs	164
I don't know	12
Total Respondents	305
Skipped this Question	34

Question 6: What kind of neighborhood do you typically prefer?



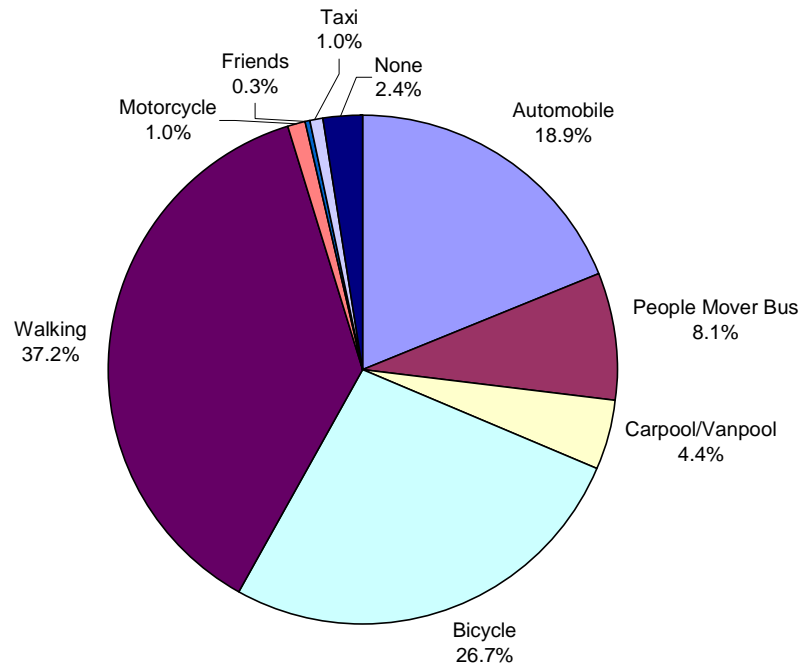
	RESPONSE TOTAL
Grid-type street network	80
Curvilinear streets with Cul-de-sacs	150
No preference	73
Total Respondents	303
Skipped this Question	36

Question 7: What is your primary mode of transportation?



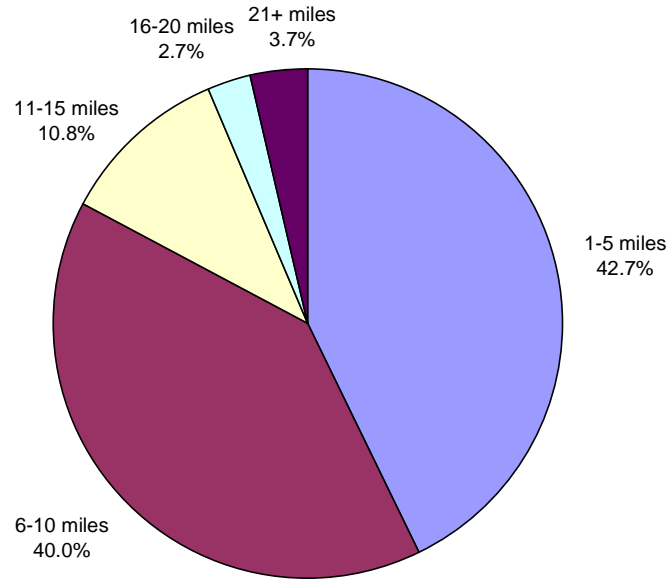
	RESPONSE TOTAL
Automobile	288
People Mover Bus	5
Carpool/Vanpool	3
Bicycle	4
Walking	2
"Other" Responses:	
Trike	1
Total Respondents	303
Skipped this Question	36

Question 8: What is your secondary mode of transportation?



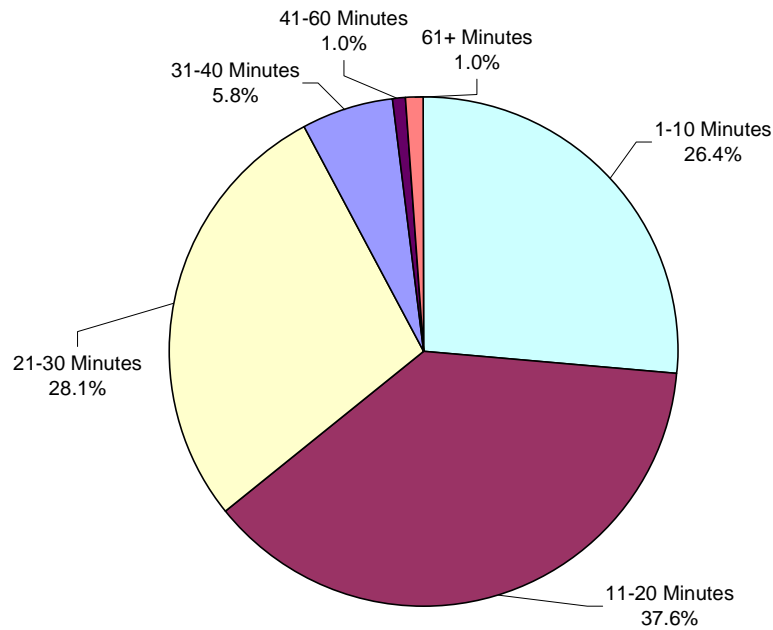
	RESPONSE TOTAL
Automobile	56
People Mover Bus	24
Carpool/Vanpool	13
Bicycle	79
Walking	110
"Other" Responses:	
Motorcycle	3
Friends	1
Taxi	3
None	7
Total Respondents	296
Skipped this Question	43

Question 9: Approximately how many miles (one-way) is your commute to work/school?



	RESPONSE TOTAL
1-5 miles	126
6-10 miles	118
11-15 miles	32
16-20 miles	8
21+ miles	11
Total Respondents	295
Skipped this Question	44

Question 10: Approximately how long does it take (one-way) to get to work/school in the morning?



	RESPONSE TOTAL
1-10 Minutes	78
11-20 Minutes	111
21-30 Minutes	83
31-40 Minutes	17
41-60 Minutes	3
61+ Minutes	3
Total Respondents	295
Skipped this Question	44

Question 11: As a user of the Anchorage transportation system, what is your commute origin (closest intersection to your home) and commute destination (nearest intersection to work or school)?

COMMUTE ORIGIN (NEAREST INTERSECTION)?	COMMUTE DESTINATION (NEAREST INTERSECTION)?
EAGLE RIVER LOOP/GLENN HIGHWAY	C STREET/FIREWEED
LOGAN AND 20TH	NORTHERN LIGHTS AND C STREET
CHAIN OF ROCK AND KAHILTNA DRIVE	FIREWEED AND C STREET
NORTHERN LIGHTS/LAKE OTIS	WHITNEY @ ALASKA RAILROAD
27TH AND PORTER PLACE	UNIVERSITY DRIVE AND BRAGAW
MULDOON & DEBARR	LAKE OTIS & LORE RD
LAKE OTIS AND NORTHERN LIGHTS	PROVIDENCE DR. AND UAA DR.
MULDOON/32ND AVE	TUDOR/DENALI
REKA AND BRAGAW	FIREWEED AND FAIRBANKS
WISCONSON & N. LIGHTS BLVD.	N. LIGHTS & UAA DRIVE
MAPLEWOOD/E24TH AVE	8THAND CORDOVA
80TH AND JEWEL LAKE	8TH AND E ST
NORTH MONTAGUE LOOP	FOURTH AND E
HUFFMAN AND ELMORE	FIREWEED AND C ST
HILLSIDE/DEARMOUN	DIMOND/JEWEL LAKE
RABBIT CREEK & GOLDEN VIEW	PORT OF ANCHORAGE
EAGLEWOOD & N. MONTIGUE	13TH & GAMBELL
HUFFMAN/ELMORE	CORDOVA/6TH
DIMOND AND ARLENE	BENSON AND LATOUCHE
JAMESTOWN/INDEPENDENCE	NORTHERN LIGHTS/C STREET
LATOUCHE AND NORTHERN LIGHTS	FIREWEED AND ARCTIC
15TH AND INGRA	MINNESOTA AND BENSON
TRACY WAY&HILLSIDE	FIREWEED AND SPENARD
ABBOTT & ABBOTT LOOP	SEVENTH & F (ATWOOD BLDG)
LAKE OTIS & 68TH	4TH & L STREET
MULDOON & DUBEN	UNIVERSITY OF ALASKA ANCHORAGE
LAZY LANE & PARK PLACE STREET (ER)	6TH & CORDOVA
TRACY WAY AND HILLSIDE	FIREWEED AND SPENARD
DONT UNDERSTAND QUESTION	
O'MALLEY AND BIRCH	FIREWEED AND NEW SEWARD
NORTHERN LIGHTS & PATTERSON	NEW SEWARD/TUDOR
DEBARR AND TURPIN	DIMOND AND JEWEL LAKE RD.
36TH & WISCONSIN	POTTER & C
36TH AND GAMBELL	MULDOON AND DEBARR
LAKE OTIS & 68TH	UAA
ARCTIC & TUDOR	5TH & ARCTIC
HILLCREST PLACE AND ANTON WAY	NINTH AVE AND N STREET
LAKE OTIS & N. LIGHTS	TUDOR AND BRAGAW
68TH AND LAKE OTIS	GLENN HWY AND REEVE BLVD.

East Anchorage Study of Transportation Issues Survey Results

COMMUTE ORIGIN (NEAREST INTERSECTION)?	COMMUTE DESTINATION (NEAREST INTERSECTION)?
TUDOR CHECKMATE	HUFFMAN OLD SEWARD
NORTH PARK & THOMPSON	7TH AVE & E STREET
104TH AND OUR ROAD	5TH AND E
LAKE OTIS/NORTHERN LIGHTS	BENSON/C STREET
REKA/BRAGAW	BRAGAW/NORTHWAY DRIVE
LITTLE DIPPER AVE AND MULDOON	ARCTIC AND 36TH AVE.
MULDOON AND DUBEN	4TH AVE AND K STREET
JEWEL LAKE & INTERNATIONAL	3 RD. & POST
100TH & VICTOR	NORTHERN LIGHTS & C STREET
4TH AND BRAGAW	VIKING AND REEVE
LAKE OTIS/NORTHERN LIGHTS	3RD / MULDOON
KLATT AND C STREET	DIMOND AND LAKE OTIS
WISCONSON/WILEY POST	BONIFACE/TUDOR
ARCTIC AND TUDOR	AIRPORT HTS AND THE GLENN
MINNESOTA / TUDOR	MINNESOTA / TUDOR
JOHNS & BREE	4TH & A
DEBARR AND MULDOON	TUDOR LAKE OTIS
AMBER BAY LOOP AND ADMIRALTY BAY	LAKE OTIS AND TUDOR
3RD & S. BUNN ST.	BRAGAW & UNIVERSITY LK DR
TUDOR AND TUDOR CENTRE	BRAGAW AND NORTHERN LIGHTS
INDEPENDENCE AND SENTRY	INDEPENDENCE AND SENTRY
BONIFACE	TUDOR RD.
TURPIN & DEBARR	TUDOR & BONIFACE
MULDOON & 20TH	SPENARD & INTERNATIONAL AIRPORT RD.
E32ND AND MULDOON	SPENARD AND 36TH
ABBOTT LOOP RD. & 68TH AVE.	16TH & BRAGAW
BAXTER & TUDOR	36TH & LK OTIS
ABBOTT LOOP & JUPITER DRIVE	BRAGAW & EAST 19TH
LA TOUCHE /NORTHERN LIGHTS	LAKE OTIS/ TUDOR
HUFFMAN AND ELMORE	NEW SEWARD AND BENSON
27TH AVENUE AND COTTONWOOD	DIMOND BLVD AND KING ST
TUDOR/LAKE OTIS	MINNESOTA/DIMOND
ABBOTT/SPRING HILL	CURRENTLY:TUDOR/BRAGAW
FIREWEED AND ARCTIC	TUDOR AND ARCTIC
MULDOON & 36TH	TUDOR & BRAGAW
BENSON/NEW SEWARD	MINNESOTA/SPENARD
TUTOR AND BAXTER	C AND NORTHERN LIGHTS
MULDOON/BOUNDARY	PEASE AVE/20TH
68TH & ABBOT LOOP	TUDOR & BRAGAW
LAKE OTIS AND TUDOR	LAKE OTIS AND DOWLING
E. 112TH & ELMORE	BENSON & NEW SEWARD
HILSIDE AND ABBOT LOOP	AIRPORT
UAA	DOWNTOWN
RASPBERRY AND CRANBERRY	CORDOVA AND 6TH AVE

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COMMUTE ORIGIN (NEAREST INTERSECTION)?	COMMUTE DESTINATION (NEAREST INTERSECTION)?
IVAN DR./ASKELAND DR.	C ST./FIREWEED
TUDOR AND LAKE OTIS	
OLD SEWARD & OCEANVIEW	8TH & H
ABBOTT LOOP ROAD/ABBOTT ROAD	C/NORTHERN LIGHTS BLVD
LAKE OTIS AND 20TH	LAKE OTIS AND TUDOR
DOWLING & LAKE OTIS	N. LIGHTS & LAKE OTIS
DONNA & PEPPERTREE	NORTHERN LIGHTS & BONIFACE
DEBARR-PATTERSON	INT'L AIRPORT - JEWEL LAKE
36TH AND NEW SEWARD	
PIONEER DR./MULDOON	ABBOTT/INDEPENDENCE DR
36TH & LATOUCHE	BLUFF DRIVE (GOVT. HILL)
RABBIT CREEK AND NEW SEWARD	7TH AND G
ABBOTT LOOP & ABBOTT	7 & G
TURPIN/GLEN HWY.	7TH AND E ST.
13TH AND CORDOVA	DEBARR AND BRAGAW
LAKE OTIS & WALDRON	NEW SEWARD & 36TH
27TH AND COTTONWOOD	C AND TUDOR
KLATT ROAD/C STREET	FIREWEED LANE/A STREET
ABBOTT AND ABBOTT LOOP	7TH AND G
PATTERSON AND POTOMAC	DENALI AND FIREWEED
TURPIN AND DEBARR	C AND RASPBERRY
BUDDY WERNER DR./SLALOM DR.	ALASKA PACIFIC UNIV. (PROVIDENCE/BRAGAW)
TUDOR / NEW SEWARD	FIREWEED / CST.
MULDOON AND 36TH	N. LIGHTS AND A ST
MULDOON	DEBARR
LAKE OTIS & DOWLING	POST OFFICE & ROCKWELL
MULDOON/PECK	MULDOON/CHESTER PARK DRIVE
UPPER HUFFMAN AN SULTANA DR	32ND AND C ST
ABBOTT & ABBOTT LOOP	8TH AND I STREET
HUFFMAN/BIRCH	BIRCH/ABBOTT
NORTHERN LIGHTS & BRAGAW	JEWEL LAKE RD & INTERNATIONAL AIRPORT RD
MAIN TREE & CROOKED TREE	C AND TUDOR
TUDOR/ARTIC	NLIGHTS/BONNIFACE
DIMOND AT ARLENE	36TH & SPENARD
9TH AND E STREET	6TH AND INGRA
LK. OTIS AND TUDOR	BRAGAW AND UNIV. DRIVE
WEST DIMOND & ARLENE	FIREWEED & GAMBLE
TUDOR & BAXTER	HUFFMAN & OLD SEWARD
BONIFACE AND TUDOR	COMMERCIAL AND MT. VIEW DRIVE
WEST 10TH AND L STREET	TUDOR CENTER DRIVE--ANMC
BONIFACE & NORTHERN LIGHTS	DIMOND & CORBIN
NEW SEWARD & DE ARMOND	
NPETERS CREEK/GLENN	UAA PROVIDENCE
NORTHERNLIGHTS&PATTERSON	TUDOR&BRAGAW

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COMMUTE ORIGIN (NEAREST INTERSECTION)?	COMMUTE DESTINATION (NEAREST INTERSECTION)?
ABBOTT RD. & ABBOTT LOOP	7TH & G
TOY AND WOO	BRAGAW AND TUDOR
MARS/ABBOTT	F/8TH
FIREWEED AND SEWARD HWY	FIREWEED AND C
LAKE OTIS / TUDOR	INTERNATIONAL AIRPORT
ARCTIC AND 82ND AVE	AIRPORT
AM RETIRED	
MULDOON AND PECK	ELMENDORF AFB
S. BUNN ST. & 3RD AVE	PROVIDENCE DR. & BRAGAW ST.
SPENARD AND HILLCREST	9TH AND C
TUDOR/BAXTER	W.INT'T AIRPORT RD/JEWELL LAKE RD
KNIK GOOSE BAY RD & FAIRVIEW LOOP	BRAGAW AND TUDOR
6TH & MULDOON	6TH & CORDOVA
BONIFACE/N LIGHTS	C ST/N LIGHT
E 72ND AV & WINCHESTER ST	TUDOR & BONIFACE
88TH AND LAKE OTIS	BONIFACE AND NORTHERN LIGHTS
TUDOR AND BAXTER	TUDOR AND BRAGAW
TUDOR AND BONIFACE	LAKE OTIS AND 36TH
36TH & SEWARD	NORTHERN LIGHTS @ BRAGAW
6TH AVENUE AND IZEMBEK CIRCLE	UAA DRIVE AND PROVIDENCE DRIVE
22 & C	33 & C
8TH N	8TH I
100TH AND VICTOR	5TH AND L
LAKE OTIS & N. LIGHTS	
MULDOON/NORTHERN LIGHTS	OLD SEWARD/40TH
MCINNES & S. SALEM DR.	7TH AVE. & C. ST.
HUFFMAN ROAD AND COUNTRY CLUB LANE	ARCTIC BOULEVARD AND TUDOR ROAD
LAKE OTIS + LORE	TUDOR + BONIFACE
TURNAGAIN PKWY & WISCONSIN	W6TH AVE AND H
36TH AND PATTERSON	FIREWEED AND A
BAXTER/HAMPTON	BRAGAW/E.20TH
15TH & COLUMBINE	E. 20TH & BRAGW
11TH & CHERRY	ARCTIC & RASPBERRY
34TH AND BONIFACE	NORTHERN LIGHTS AND BONIFACE
MINNESOTA AND 100TH	CORDOVA AND 6TH
42ND AVE AND FLORINA ST	PROVIDENCE DR AND UAA DR
N. LIGHTS AND BAXTER	LAKE OTIS AND DOWLING
BADGER & RIDGEVIEW	7TH AVENUE & F STREET
DEBARR AND MULDOON (CLOSE TO FREDDIES)	36TH AND NEW SEWARD (VECO BLDG)
NEW SEWARD & DOWLING	15TH & INGRA
84TH AND LAKE OTIS	MOUNTAIN VIEW DR AND DAVIS HIGHWAY
MIDDLE ROCK & TULUGAK CIRCLE	UAA AND PROVIDENCE DRIVE
O'MALLEY AND HILLSIDE	7TH AND G ST.
ECHO ST & CORANADO ST.	TUDOR & BRAGAW

East Anchorage Study of Transportation Issues Survey Results

COMMUTE ORIGIN (NEAREST INTERSECTION)?	COMMUTE DESTINATION (NEAREST INTERSECTION)?
NORTHERN LIGHTS AND WESLEYAN	7TH AND E
SAND LAKE - DIMOND	APU CAMPUS
HOLLY-RASPBERRY	O'MALLEY-OLD SEWARD
TUDOR AND VANCE	UAA DRIVE
21ST AND MULDOON	PORT OF ANCHORAGE
N. EAGLE RIVER & GLENN	1ST AVE & POST RD
AERO @ GALACTICA	SPENARD @ AVIATION DR
TUDOR/BAXTER	DIMOND/ NEW SEWARD
6TH AVE & BONIFACE	36TH & PROVIDENCE DR.
TURPIN AND DONNA	34TH AND A
ABBOTT AND LAKE OTIS	MULDOON AND GLENN HIWAY
LAKE OTIS & HUFFMAN	ARTIC & BENSEN
DEARMOUN & NEW SEWARD	SPENARD & MINNESOTA
PATTERSON/TUDOR	TUDOR/BRAGAW
ISLAND DRIVE AND E 17TH	1ST AND C
20TH & LAKE OTIS	PENLAND PARKWAY & NORTHWAY DRIVE
DIMOND CENTER	DOWNTOWN
HUFFMAN AND ELMORE	NEW SEWARD AND 36TH
ABBOTT & ABBOTT LOOP	5TH & H
71SAVE AND ARCTIC BLVD	AVIATION DR AND INTERNATIONAL AIRPORT RD
MULDOON/E36TH	LAKE OTIS PKWY/E88TH
36TH AND MULDOON	OLD SEWARD AND NORTHERN LIGHTS
LAKE OTIS & EAST NORTHERN LIGHTS	PROVIDENCE DRIVE & BRAGAW
HUFFMAN/NEW SEWARD	NORTHERN LIGHTS/C STREET
JEWEL LK & RASPBERRY	JEWEL LK & INT. AIRPORT RD
ABBOT AND MAIN TREE	1ST AND E
TURPIN AND DEBARR	RASPBERRY AND SANDLAKE
C ST AND FIREWEED	BARROW AND 4TH
CORDOVA AND E. 11TH AVE	1ST AVE.AND E. ST
13TH AVE AND L ST	AVIATION DRIVE
TUDOR ROAD AND MACINNES STREET	E. NORTHERN LIGHTS BLVD AND DENALI STREET
TUDOR/BAXTER	7TH & G STREET
MULDOON AND PECK	ELMENDORF AFB
SILLARY CIR/CHECKMATE	A ST/7TH AVENUE
NORTHWORD AND COUNTRY WOODS	SPENARD AND INTERNATIONAL
TUDOR/ARCTIC	7TH/F
GRANGE/OLD SEWARD HIGHWAY	DIMOND/OLD SEWARD HIGHWAY
SULTANA DRIVE AND UPPER HUFFMAN	32ND AND C STREET
MULDOON & E. NO. LIGHTS	E. NO. LIGHTS & LAKE OTIS
E.27TH AND COTTONWOOD	W.11TH AND I ST.
NUNAKA AND DEBARR	FOURTH AVE AND G STREETS
MONTE & ECHO	TUDOR & BRAGAW
DIAMOND AND ARLENE	MULDOON AND BOUNDARY
DOWLING/NEW SEWARD	36TH & OLD SEWARD

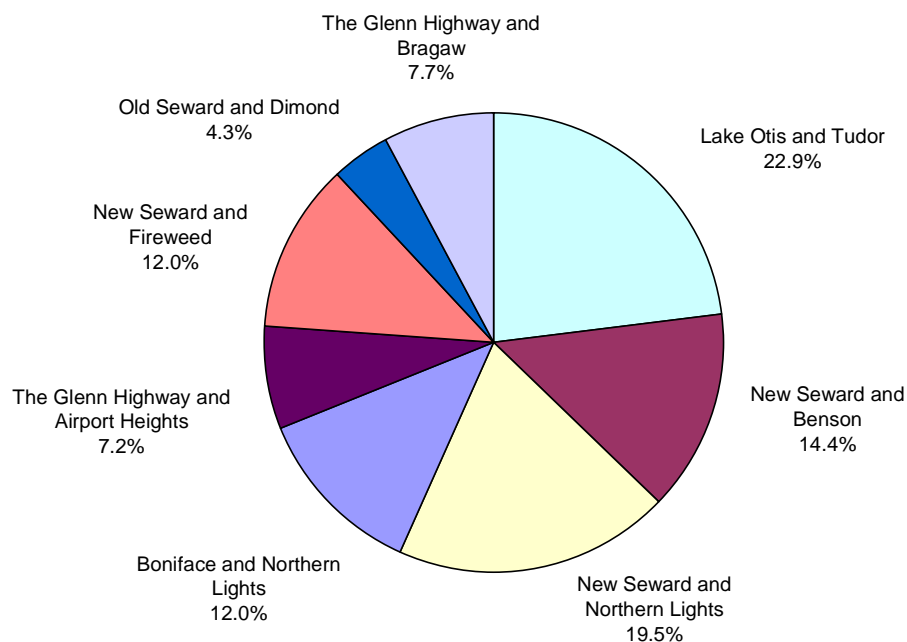
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COMMUTE ORIGIN (NEAREST INTERSECTION)?	COMMUTE DESTINATION (NEAREST INTERSECTION)?
I LIVE AND WORK ON THE APU CAMPUS	
20TH & MULDOON	SPENARD & INTERNATIONAL AIRPORT RD.
O'MALLEY/OLD SEWARD	3RD/A STREET
MILE 49 PARKS HIGHWAY AND PITTMAN ROAD	VARIES
AIRPORT HEIGHTS AND DEBARR	11TH AND P
BEECHCRAFT & 41ST	TUDOR & BRAGAW
TUDOR/LAKE OTIS	FT RICHARDSON
TURPIN AND DEBARR	AIRPORT
OMALLEY & BRAGAW	NORTHERN LIGHTS & FAIRBANKS
HUFFMAN AND LAKE OTIS	SEWARD HWY AND BENSON
68TH AND LAKE OTIS	TUDOR AND CAMPBELL AIRSTRIPE RD
MULDOON AND TUDOR	HUFFMAN AND LAKE OTIS
NORTHERN LIGHTS AND WISCONSIN	BENSON AND ARCTIC
KULLBERG & CHUGACH PARK DRIVE	16TH & C
RABBIT CREEK RD CLARKS RD.	INTERNATIONAL AIRPORT RD POSTMARK DRIVE
SEWARD&TUDOR	NORTHERN LIGHTS & BRAGAW
36TH/LAKE OTIS	36TH/OLD SEWARD
LAKE OTIS AND 68TH	NORTHERN LIGHTS AND BRAGAW
DEARMOUN/HILLSIDE	SPENARD/NORTHERN LIGHTS
LAKE OTIS AND 15TH	LAKE OTIS AND NORTHERN LIGHTS
NORTHERN LIGHTS/PATTERSON	UAA DRIVE/PROVIDENCE DRIVE
100TH AND VICTOR	BRAGAW AND UNIVERSITY
RESURRECTION & PIONEER	INTERNATIONAL AIRPORT
DIMOND @ KING STREET	INTERNATIONAL AIRPORT ROAD & AVIATION AVENUE
KLATT AND OLD SEWARD	A AND 3RD
6TH AND MULDOON	NORTHWAY AND PENLAND PARKWAY
OLD SEWARD/TUDOR	NORTHERN LIGHTS/SEWARD
HUFFMAN AND NEW SEWARD HWY.	EDF A F B
NEW SEWARD / TUDOR	DENALI / FIREWEED
GLEN HWY. +SKI RD.	RASPBERRY+JEWEL LAKE
NORTHERN LTS & PATTERSON	NORTHERN LIGHTS & LAKE OTIS
PALMER	FED BLDG DOWNTOWN
BAXTER & NORTHERN LIGHTS	C STREET AND INTERNATIONAL
E.R. ROAD/ E.R. LOOP ROAD	RASPBERRY/ ARCTIC
36TH AND MULDOON	KING & 92ND
LAKE OTIS / 68TH	
BONIFACE AND NORTHERN LIGHTS	7TH AND H
RABBIT CREEK ROAD / GOLDENVIEW DRIVE	INGRA / 5TH AVENUE
GLENWOOD & NORTHERN LIGHTS	12TH & E ST.
DOW AND DOWLING	NORTHERN LIGHTS AND BOEING AVE
BONIFACE/4TH	36TH/LATOUCHE
WHITE/PORT ORFORD	NELCHINA/13TH
16TH (EAST) AND ALDER	BRAGAW AND CPHEE
TUDOR & OLD 36TH	LAKE OTIS & DOWLING

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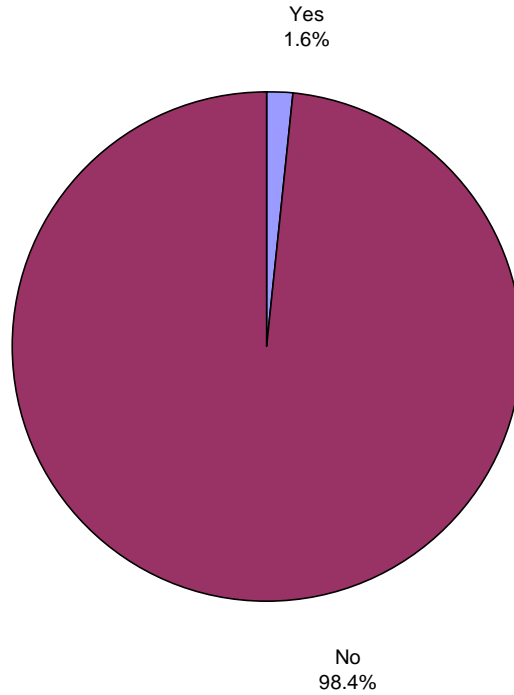
COMMUTE ORIGIN (NEAREST INTERSECTION)?	COMMUTE DESTINATION (NEAREST INTERSECTION)?
36TH AND MULDOON	ABBOTT AND LAKE OTIS
TUDOR AND LAKE OTIS	GOVT HILL ELEMENTARY SCHOOL FOR KIDS. WE WORK AT HOME NEAR TUDOR AND LAKE OTIS. SO THERE IS NO COMMUTE FOR WORK BUT A COMMUTE FROM 53RD & LAKE OTIS AREA (TUDOR HILLS SUBD.) TO GOVT HILL ELEMENTARY
ABBOTT AND MAIN TREE	ARCTIC AND TUDOR
ELMORE AND O'MALLEY	AIRPORTHEIGHTS AND DEBARR
BONIFACE / DEBAR	SPENARD / INTERNATIONAL
W NORTHERN LIGHTS AND TURNAGAIN	BRAGAW AND TUDOR
11TH AND CORDOVA	TUDOR AND BRAGAW
MULDOON AND 32D	7TH AND A
13TH AND I	INTERNATIONAL AIRPORT AND MINNESOTA DRIVE
TRUNK ROAD WASILLA	5TH AVE ANCHORAGE
TUDOR/BAXTER	AIRPORT
BAXTER AND TUDO	5TH AND L
ABBOTT LOOP/ABBOTT	TUDOR BRAGAW
E32ND AND MULDOON	W31ST AND SPENARD
GOLDENVIEW & RABBIT CR RD	7TH AVE AND F ST
WNL & WISCONSIN	8TH & E
JEWEL LAKE / RASPBERRY	BAGAW / COMM DR
EAGLE RIVER LP/EAGLE RIVER RD	5TH & CORDOVA
LK OTIS & E 50TH	VARIES...TUDOR & C MOST OFTEN
36TH & MULDOON	NORTHERN LIGHTS & MULDOON
DOWLING RD & OLD SEWARD HWY	CHUGIAK
15TH AND C STREET	7TH AND G STREET
NEW SEWARD AND TUDOR	HUFFMAN AND LAKE OTIS
N/A	N/A
BIRCHWOOD LOOP & HILLCREST	6TH AND F ST.
RASPBERRY AND JEWEL LAKE	5TH AVE AND L ST
O'MALLEY/RIDGECREST	ARCTIC/36TH

Question 12: Which intersections do you go through on your commute to work or school?



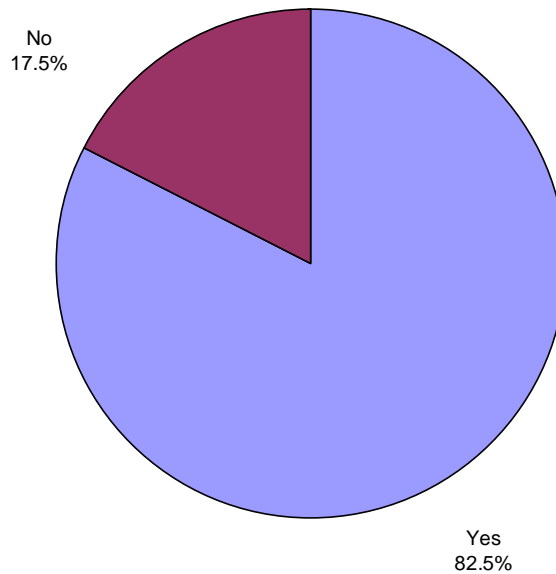
	RESPONSE TOTAL
Lake Otis and Tudor	86
New Seward and Benson	54
New Seward and Northern Lights	73
Boniface and Northern Lights	45
The Glenn Highway and Airport Heights	27
New Seward and Fireweed	45
Old Seward and Dimond	16
The Glenn Highway and Bragaw	29
Total Respondents	206
Skipped this Question	133

Question 13: Does your job require you to spend a large part of your day driving around Anchorage?



	RESPONSE TOTAL
Yes	4
No	254
If yes, what is your occupation?	46
Total Respondents	303
Skipped this Question	36

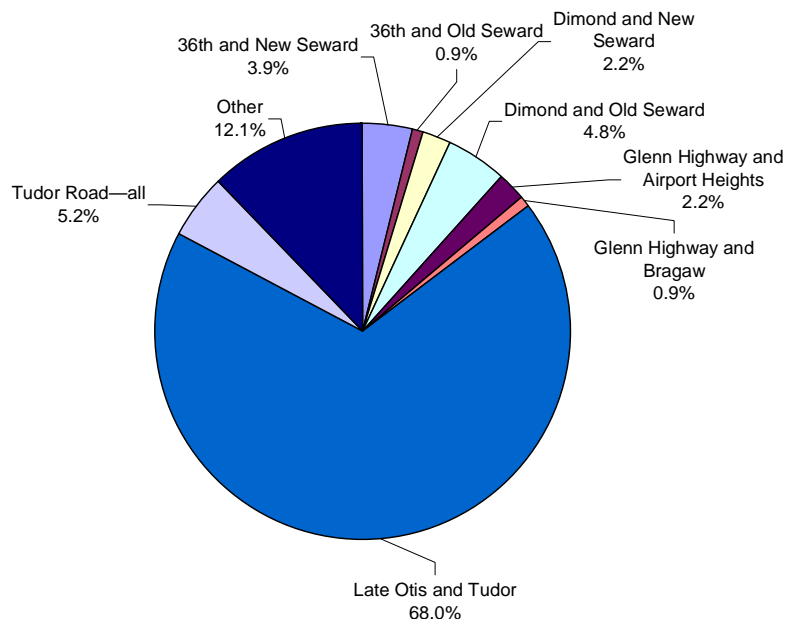
Question 14: Based on your experience as a user of the Anchorage transportation system, do you believe that traffic congestion is a problem in East Anchorage?



	RESPONSE TOTAL
Yes	249
No	53
Total Respondents	302
Skipped this Question	37

	ANCHORAGE BOWL	CHUGIAK/ EAGLE RIVER	MAT-SU VALLEY
	RESPONSE TOTAL		
Yes	228	13	5
No	53	0	0
Total Respondents	281	13	5
Skipped this Question	29	1	0

Question 15: Based on your experience as a user of the Anchorage transportation system, please list and rank up to five of the most congested intersections or road segments.



	RESPONSE TOTAL
Most congested (1)	231
Second most congested (2)	222
Third most congested (3)	205
Fourth most congested (4)	169
Fifth most congested (5)	146
Total Respondents	231
Skipped this Question	108

Note: The table above illustrates the number of responses for each category. The 231 responses for the most congested intersections are depicted in the figure above and in the table below.

	RESPONSE TOTAL
36th and New Seward	9
36th and Old Seward	2
Dimond and New Seward	5
Dimond and Old Seward	11
Glenn Highway and Airport Heights	5
Glenn Highway and Bragaw	2
Late Otis and Tudor	157
Tudor Road—all	12
Other	28
Total Respondents	231

Question 16: When driving, please list THE intersection or roadway that you MOST AVOID traveling on and briefly describe why you avoid it and what alternate route you use instead.

INTERSECTION OR ROADWAY AVOIDED MOST?	REASON?	ALTERNATE ROUTE USED?
GLENN/BRAGAW	CONGESTION/FRUSTRATION	MOUNTAIN VIEW
TUDOR AND LAKE OTIS	TRAFFIC	42ND STREET
OLD SEWARD	CONGESTED AND NARROW LANES	C STREET OR NEW SEWARD
TUDOR ROAD	INTERSECTION AT LAKE OTIS	SEWARD HIGHWAY
36TH AND NEW SEWARD	CONGESTED AT RUSH HOUR	BENSON AND NEW SEWARD
DIMOND/OLD SEWARD	CONGESTION	KING STREET
36TH AND OLD SEWARD HEADING EAST FROM ABOUT 4 TO 6:30PM.	TAKES 3 OR 4 TRAFFIC LIGHT CHANGES TO GET THROUGH THIS INTERSECTION AND A FEW MORE TO GET THROUGH 36TH AND NEW SEWARD INTERSECTION TOO.	I RIDE MY BIKE OR AVOID TRAVELLING IN THAT PART OF TOWN ALTOGETHER DURING THAT TIME OF DAY.
TUDOR/LAKE OTIS	DURING AFTERNOON RUSH HOURS	36TH AVE
LAKE OTIS AND TUDOR	SOUTHBOUND ON LAKE OTIS ANYWHERE NEAR RUSH HOUR I SPEND SEVERAL CYCLES IDLING ON THE UPHILL GRADE AND BURNING OUT MY CLUTCH.	NEW SEWARD
LAKE OTIS & TUDOR	REALLY CONGESTED	N. LIGHTS OR NEW SEWARD
SIXTH AVENUE	LOTS OF TRAFFIC AND LIGHTS	ALONG SHIP CREEK
DIMOND	CONGESTED	O'MALLEY TO SAMS/LAKE OTIS TO FRED MEYERS
LAKE OTIS/TUDOR	CONGESTION/BOTTLE NECK	NEW SEWARD/FIFTH AVENUE
LAKE OTIS & TUDOR	ALWAYS BUSY	NEW SEWARD
LAKE OTIS & TUDOR.	SLOW	NORTHERNLIGHTS
DIMOND	AWFUL FROM C THROUGH N SEWARD CONGESTED AND NOT WELL SYNCHRONIZED	BENSON/N LIGHTS; O'MALLEY/MINNESOTA
DIMOND/NSH	TOO MUCH CONGESTION	O'MALLEY/OLD SEWARD OR MINNESOTA
36TH AND NEW/OLD SEWARD	AT 4:00 PM IT WILL BACK UP FOR 2-3 CYCLES	NORTHERN LIGHTS AND NEWSEWARD
TUDOR/LAKE OTIS	TRAFFIC IS MUTH TO SLOW	NORTHERN LIGHTS
LAKE OTIS & TUDOR	TERRIBLE TRAFFIC-DUE TO POOR AMATS PLANNING	NEW SEWARD
LAKE OTIS & TUDOR	TAKES TOO LONG	NEW SEWARD AND DOWLING
LAKE OTIS AND TUDER	TOO MUCH TRAFFIC	NORTHERN LIGHTS
LAKE OTIS & TUDOR	CONGESTION	NEW SEWARD OR OLD SEWARD
NLB AND SEWARD HIGHWAY	CONGESTED	C STREET
LAKE OTIS & TUDOR	CONGESTION	PROVIDENCE / 36TH
DIMOND & OLD SEWARD/NEW SEWARD	TOO MUCH TRAFFIC	AVOID THE AREA COMPLETELY
36TH-GAMBELL	TRAFFIC LONG LIGHTS	TUDOR. A ROUTE WHICH FEWER LIGHTS
LAKE OTIS & TUDOR	CONGESTION	36TH AVE
TUDOR & LK. OTIS	CONGESTION WAIT TIMES	N. SEWARD IF N/S-BOUND; BENSON-N. LTS. IF E/W
LAKE OTIS & TUDOR	YOU REALLY DON'T KNOW?	USUALLY DON'T ALTERNATE
DIMOND @ NEW SEWARD	TRAFFIC STACK	DOWLING/OLD SEWARD
LAKE OTIS TUDOR	TOO CONGESTED	N. LIGHTS NEW SEWARD
LAKE OTIS & TUDOR	CONGESTION	NEW SEWARD & DOWLING
TUDOR AND LAKE OTIS	CONGESTION	NORTHERN LIGHTS
LAKE OTIS/TUDOR		BRAGAW TO N. LIGHTS
GLENN HIGHWAY	BRAGAW AND AIRPORT HEIGHTS TOO BACKEDUP	DEBARR/15TH AVE.
INTERNATIONAL & C RIGHTR TURN	TAKES UP TO 3 LIGHTS TO GET THROUGH	ARCTIC TO TUDOR MAKE RIGHT ON C

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INTERSECTION OR ROADWAY AVOIDED MOST?	REASON?	ALTERNATE ROUTE USED?
LAKE OTIS/TUDOR	DELAYS	SEWARD HIGHWAY
TUDOR AND LAKE OTIS	THE WAIT IS RIDICULOUS	BENSON
NORTHERN LIGHTS / MINNESOTA	TOO MANY STOP LIGHTS	NEW SEWARD / TUDOR
INTERSECTION AT TUDOR AND N. SEWARD	VERY CONFUSING TO TURN SOUTH	N.L. AND THEN GAMBLE TO N. SEWARD
TUDOR & LAKE OTIS	GET REAL	36TH TO BRAGAW
5TH AVE. TO DOWNTOWN	BACKED UP CREEPING TRAFFIC	COMMERCIAL DR. OR 15TH
TUDOR	MOST CROWDED	36TH AVE.
LAKE OTIS & TUDOR	TRAFFIC CONGESTION	36TH
DEBARR & BONIFACE	DANGEROUS	BEAVER ST. TO TUDOR
NORTHERN LIGHTS AND LAKE OTIS	CARS IN RIGHT HAND TURN LANE WILL OFTEN CUT INTO MIDDLE LANE IN INTERSECTION CAUSING HAZARD.	36TH TO BRAGAW BRAGAW TO TUDOR TUDOR TO HOME
LAKE OTIS & TUDOR	TOO CONGESTED	NONE - THAT IS STILL THE EASIEST WAY TO GET TO LOWER & UPPER HILLSIDE AREA
NEW SEWARD HIGHWAY NORTH OF 36TH	TRAFFIC & LIGHTS	LAKE OTIS OR MINNESOTA
LAKE OTIS/ TODOR	BACK UP	
LAKE OTIS AND TUDOR	TOO LONG TO WAIT	36TH AND NEW SEWARD IF POSSIBLE
36TH/OLD SEWARD	TRAFFIC AT EVENING RUSH HOUR	DIMOND TO NEW SEWARD - NOT MUCH BETTER
DIMOND/SH	EXIT RAMP SOUTHBOUND OFTEN CONJESTED INTO SOUTH BOUND LANES	LAKE OTIS; NO OTHER REAL CHOICE
LAKE OTIS & TUDOR	TRAFFIC	NORTHERN LIGHTS
NORTHERN LIGHTS AT RUSH HOURS	VERY SLOW TRAFFIC	DEBARR (15TH)
EASTBOUND ON 36TH AT NEW SEWARD	MOST BACKED UP AROUND 5:30	TUDOR EAST TO SEWARD; THEN NORTH TO 36TH (SHOULD I TELL MY SECRETS?)
TUTOR AND LAKE OTIS	IT TAKE 1.5 HOURS TO GET THROUGH AT 5PM	EAST ON NORTHERN LIGHTS
LEFT TURN AT MULDOON/BOUNDARY	DANGEROUS CONTINUOUS TRAFFIC	OKLAHOMA TO DUBEN TO MULDOON BOUNDARY TO TURPIN TO GLENN AND BOUNDARY TO BONIFACE
DIMOND & OLD SEWARD	ITS ALWAYS A MESS	LAKE OTIS - O'MALLEY - OLD SEWARD
36TH AND MCINNES	CAN'T GET ACROSS TRAFFIC	MCINNES AND TUDOR
LAKE OTIS & TUDOR	CONGESTION	NEW SEWARD
DIAMOND AND OLD SEWARD	TOO MUCH TRAFFICE	MULDOON AND OLD SEWARD
NEW SEWARD HIGHWAY	N.LIGHTS BENSON AND 36TH BACKUPS	C/A STREET AND MINNESOTA
GLENN HIGHWAY	SLOW	15TH STREET
36TH AVENUE	TOO MANY LIGHTS TOO JAMMED UP.	NORTHERN LIGHTS
LAKE OTIS & TUDOR	NO BRAGAW EXTENTION	SEWARD HEY
TUDOR & LAKE OTIS	SO DARN SLOW	THERE ISN'T ONE!!
TUDOR- LAKE OTIS		36TH.
36TH AVE	CANT TURN LEFT ONTO IT	TUDOR
ALL OF 36TH ST	SHORT LIGHTS TO GET THROUGH	TUDOR
SWD. HWY & BENSON-N.LIGHTS-FIREWEED	CAN'T GET ANYWHERE FROM THERE - INTO TOWN. BAD LIGHT TIMING MUST TURN TO GO ANYWHERE BAD LIGHT TIMING ONCE YOU HIT DOWNTOWN	A-C COUPLET - BETTER LIGHTS STRAIGHT SHOT TO GOVT. HILL
MINNOSOTA	DEAD TRAFFIC	C STREET
LAKE OTIS & TUDOR	HOPELESS CONGESTION	NEW SEWARD TO 36TH THEN TO TUDOR
LAKE OTIS & TUDOR	SHORT LIGHT ON LAKE OTIS	NEW SEWARD ACCESS ROAD NORTH & TUDOR
OLD SEWARD AND 36TH	TOO MANY SHORT LIGHT INTERSECTIONS	C STREET TO BENSON
TUDOR/LAKE OTIS	GRID LOCK	NORTHERN LIGHTS
DIMOND AND OLD SEWARD		OMALLEY
TUDOR AND LAKE OTIS	CONGESTION	NORTHERN LIGHTS

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INTERSECTION OR ROADWAY AVOIDED MOST?	REASON?	ALTERNATE ROUTE USED?
LAKE OTIS AND TUDOR	LONG DELAYS	NO. LIGHTS OR DEBARR
C ST SOUTH TO TUDOR RD EAST	TO MUCH TRAFFIC	DENALI TO 31ST EAST TO SEWARD HWY SOUTH TO TUDOR RD
TUDOR & LAKE OTIS	CONGESTED LONG DELAYS	N. LIGHTS
5TH AVE	GLENN HIGHWAY	BRAGRAW
TUDOR & LAKE OTIS	CONGESTION	DOWLING OR DIMOND
36TH/NEW SEWARD	TRAFFIC BACKUP	TUDOR OR NORTHERN LIGHTS
LAKE OTIS AND TUDOR	TRAFFIC	NEW SEWARD
DIMOND @ OLD SEWARD	CONGESTED TRAFFIC	ANYTHING BUT THERE
DIAMOND/SEWARD	TRAFFIC PATTERN	OLD SEWARD/O'MALLEY
NORTHERN LIGHTS - MIDTOWN	TOO MUCH TRAFFIC	LAKE OTIS AND TUDOR
LAKE OTIS		
TUDOR	TO MANY AGGRESSIVE DRIVERS	5TH AVENUE OR DEBARR
OLD SEWARD	CONSTANT STRIP DEVEL/CURB CUTS	NEW SEWARD OR C
LAKE OTIS AND TUDOR	IT TAKES 3 LIGHTS TO GET THROUGH AFTER 5 PM	
LAKE OTIS AND TUDOR	TAKES TOO LONG TO GO THROUGH LIGHT	36TH TO C STREET
TRY TO AVOID LAKE OTIS & TUDOR	TIME CONSUMING	NORTHERN LIGHTS & LAKE OTIS
TUDOR/MULDOON	ITS MORE OF PARKING LOT THAN ROAD	36TH TO EITHER LAKE O OR SEWARD TO FIFTH AVE TO EAGLE RIVER
TUDOR/OLD SEWARD	TRAFFIC CONGESTION	36TH
TUDOR & LAKE OTIS	EAST BOUND IS ALWAYS CONGESTED DURING RUSH HOURS	36TH TO BRAGAW
LAKE OTIS & TUDOR	GRID LOCK TRAFFIC	NEW SEWARD
DIMOND AND OLD SEWARD	CONGESTION	NEW SEWARD KING O'MALLEY
LAKE OTIS	CONGESTED	SEWARD HWY
LAKE OTIS / TUDOR	CONGESTION	TIME 42ND ST.
DIMOND AND OLD SEWARD	TIME CONSUMED	DIMOND CENTER PARKING LOT
TUDOR AND LAKE OTIS PARKWAY	AT LEVEL F FOR MOST OF THE WORK DAY	36TH AVE
N. LTS	SEEMS TO MOVE SLOWER THAN OTHER ALTERNATIVES	TUDOR OR DEBARR
LAKE OTIS AND TUDOR		
TUDOR	YOU'RE KIDDING RIGHT?	N LIGHTS
NEW SEWARD BETWEEN 36TH AND FIREWEED	TIME IT TAKES TO GET THROUGH AREA	C STREET
TUDOR ROAD	CONGESTION	36TH AVENUE
NORTHERN LIGHTS AND LAKE OTIS	RIGHT TURN DANGEROUS AND LEFT TURN LIGHT NOT LONG ENOUGH	
LAKE OTIS & TUDOR	CONGESTION	SIDE STREETS IF POSSIBLE
DIMOND AND NEW SEWARD	CONGESTION/DIFFICULT LANE CHANGES	MINNESOTA BYPASS AND NEW SEWARD
LAKE OTIS/TUDOR	ALWAYS A DELAY	NORTHERN LIGHTS/NEW SEWARD
LAKE OTIS & TUDOR	CONGESTION	36TH AVE.
TUDOR ROAD	ALWAYS BACKED UP IN THE AFTERNOON	INTERNATIONAL THEN EITHER DOWLING OR DIMOND
DIMOND & BRAYTON	TRAFFIC LIGHT REMOVED DANGEROUS LEFT TURN ONTO BRAYTON GOING EAST ON DIMOND.	
TUDOR RD BEWTEEN C AND BONIFACE	TOO MANY TRAFFIC CONFLICTS	DE BARR TO BONIFACE OR N LIGHTS TO UNIVERSITY TO BRAGAW
NORTHERN LIGHTS OR TUDOR	IN THE MORNING THEY ARE VERY BUSY SO I TRY TO ANTICIPATE WHICH WILL BE THE LEAST HECTIC ON A GIVEN DAY	NORTHERN LIGHTS OR TUDOR
TUDOR/LAKE OTIS	CONGESTION	N.LIGHTS
LK. OTIS & TUDOR	LONG LIGHTS	N. LIGHTS TO SEWARD HWY.
36TH	SO MANY LIGHTS AND TRAFFIC	TUDOR OR NORTHERN LIGHTS
C STREET & BENSON	VERY CONJESTED	GAMBELL

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INTERSECTION OR ROADWAY AVOIDED MOST?	REASON?	ALTERNATE ROUTE USED?
I DON'T DRIVE	--	--
TUDOR NEAR LAKE OTIS	MORNING AND NOON TRAFFIC GOING WEST IS BAD	GO NORTHERN LIGHTS TO LAKE OTIS INSTEAD OF COMING FROM EAST; GO 36TH TO LAKE OTIS IF COMING FROM WEST
NEW SEWARD BETWEEN 36TH AND FIREWEED.	SO MANY PEOPLE TRYING TO GET THROUGH THERE AT RUSH HOUR.	I GO TO WORK AT 7:00 RATHER THAN 7:30 OR 8:00 TO AVOID THE TRAFFIC INSTEAD OF AN ALTERNATE ROUTE. THIS WORKS PRETTY WELL.
LAKE OTIS AND TUDOR	HUGE DELAYS	36TH AVE AND PAST UAA.
CAN'T AVOID LAKE OTIS & TUDOR	GRANDDAUGHTER IN EAGLE RIVER	INTO TOWN & OUT GLENN HWY
TUDOR LAKE OTIS	CONGESTION	NEW SEWARD AND TUDOR
N LIGHTS/ BONIFACE	CROWDED DANGEROUS HEADING WEST WHEN ICY	TUDOR
OLD SEWARD/GAMBELL	SLOW	C STREET OR MINNESOTA
LAKE OTIS & TUDOR	TRAFFIC TRAFFIC TRAFFIC	36TH AVE
DEBARR WEST INTO 15TH	LIGHTS ARE NOT SYNCHRONIZED	NORTHERN LIGHTS
ANCHORAGE HAS NO GOOD EAST WEST ROUTES EXCEPT NORTHERN LIGHTS. I WILL OFTEN GO NORTH TO NL ROAD AND THEN BACK TRACK SOUTH INSTEAD OF USING THE MOST DIRECT OR LOGICAL APPROACH (E.G. TUDOR ROAD)		
GLENN HIGHWAY	A.M. CONGESTION	ELMENDORF
SEWARD & N LTS	SLOWEST ROUTE	SEWARD & FIREWEED
TUDOR ROAD	CONGESTION	36TH AVENUE OR NLB
SOMETIMES LAKE OTIS & TUTOR	TRAFFIC CONGESTION	LAKE OTIS AND NORTHERN LIGHTS (NOT MUCH BETTER)
NORTHERN LIGHTS AND TUDOR	CONGESTION	15TH
DIMOND & OSH	UNBELIEVABLY LONG DELAYS	MINNESOTA OR NSH
LAKE OTIS AND TUDOR	TOO LONG A WAIT	NORTHERN LIGHTS OR 15TH
OLD SEWARD AND DIMOND	ONLY ONE ACCESS TO MAJOR SHOPPING AREAS	DON'T GO THERE
LAKE OTIS & TUDOR	HOPELESS TRAFFIC JAM	NEW SEWARD/OLD SEWARD
OLD SEWARD + DIMOND	CONGESTED	TUDOR OR MINNISOTA/O'MALLEY
TUDOR ROAD	TOO CONGESTED	NORTHERN LIGHTS BLVD.
LAKE OTIS & TUDOR	DANGEROUS	36TH AVE
TUDOR/LAKE OTIS		NEW SEWARD THROUGH DOWNTOWN
LK OTIS & TUDOR	DUH	
DIMOND BLVD	CONGESTION & TOO MANY LANES TO CROSS	O'MALLEY AND MINNESOTA
TUDOR AND LAKE ZOTIS	HAVE TO WAIT THRU 3 CHANGES OF THE LIGHT	EAST ON LAUREL PARALLEL TO TUDOR
TUDOR	CONGESTION	36TH OR NORTHERN LIGHTS
ANYWHERE ON TUDOR	CONGESTED AND LONG LIGHTS	NORTHERN LIGHTS
DEBARR BETWEEN BAGRAW AND MULDOON	CONGESTION	GLENN HIWAY
NLB BETWEEN NEW SEWARD AND LAKE OTIS	FAST CARS IN RIGHT TURN LANE THAT ZIP INTO THROUGH TRAFFIC LANE AT LAST MINUTE	15TH AVENUE TO LAKE OTIS TO NLB
LAKE OTIS/N. LIGHTS	AT RUSH HOUR I WAIT SEVERAL LIGHT QUES BEFORE GETTING THROUGH. ALWAYS IS BUMPER TO BUMPER	15TH AVE --- DEBARR
DIMOND/OLD SEWARD HIGHWAY	CONGESTION CONGESTION CONGESTION	K MART PARKING OR O'MALLEY OR KING ST.
LAKE OTIS AND TUDOR	TRAFFIC	NEW SEWARD
LAKE OTIS & TUDOR	UNOGANIZED; TOO MUCH VEHICLE ACTIVITY	E. NORTHERN LIGHTS
LAKE OTIS AND TUDOR	TOO MUCH TRAFFIC	NEW SEWARD
DIAMOND AND OLD SEWARD	IT IS WORTHLESS TO TRY TO GET THROUGH THERE	ANY AT ALL
TUDOR/LAKE OTIS	CONGESTION	BRAYTON/DOWLING
MINNESOTA	TOO CONGESTED TOO MANY LIGHTS & NO COORDINATION OF LIGHTS. YOU CAN NEVER MAKE TWO IN A ROW DURING RUSH HOUR.	NEW SEWARD
GLENN HIGHWAY/5TH AVENUE FROM MULDOON TO GAMBELL		4TH AVENUE/COMMERCIAL
OLD SEWARD AND DIMOND	TOO MUCH TRAFFIC	O'MALLEY AND OLD OR 76TH AND OLD

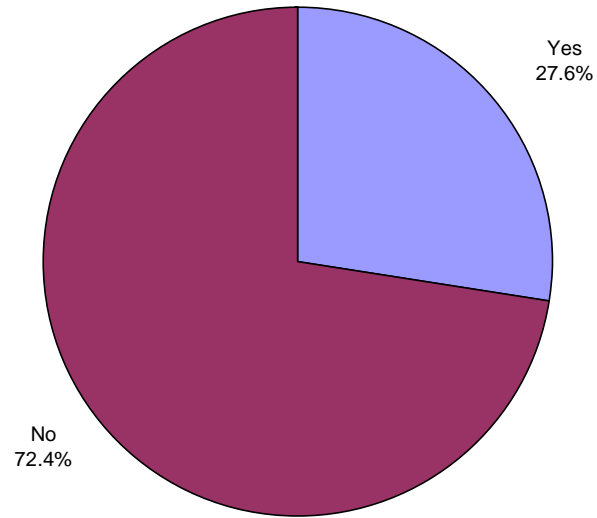
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INTERSECTION OR ROADWAY AVOIDED MOST?	REASON?	ALTERNATE ROUTE USED?
LAKE OTIS & TUDOR	CONGESTION	CUT THROUGH UNIVERSITY OF ALASKA
LAKE OTIS/TUDOR SOUTHBOUND	DELAY	ANY
LAKE OTIS & TUDOR	CONGESTION	NEW SEWARD
TUDOR	TIRED OF SITTING AT LIGHTS	BENSON
TUDOR GOING NORTH OR SOUTH ON LAKE OTIS	CAN'T MAKE THE LIGHT ON THE INCLINE IN WINTER AND THE LIGHT IS WAAAAAY TOO SHORT	LAKE OTIS TO TUDOR AND LEFT OR RIGHT ONTO TUDOR OR DOWLING TO OLD SEWARD OR 68TH TO LAKE OTIS TO 88TH TO DIMOND
NEW SEWARD	HEAVY TRAFFIC DURING COMMUTE HOURS	LAKE OTIS OR C
DIMOND & NEW SEWARD	NO ONE KNOWS HOW TO USE THE NEW NORTH BOUND ON RAMP.	I DRIVE UP O'MALLEY AND DRIVE WEST ON LAKE OTIS
TUDOR & LAKE OTIS	TRAFFIC CONGESTION	MINNESOTA BYPASS
NEW SEWARD	TOO MANY CARS TOO UGLY	C AND A STREET
TUDOR & BONIFACE	DANGEROUS FOR PEDESTRIANS TRYING TO CROSS	NORTHERN LIGHTS & BONIFACE
LAKE OTIS/TUDOR	BECAUSE THERE IS NO BRAGAW ROAD TO RELIEVE THE CONGESTION CAUSED BY THIS	THERE ARE NO ALTERNATES FOR TRAVEL FROM MY HOME. TRAFFIC ON LAKE OTIS AND 36TH HAVE MADE IT NEARLY IMPOSSIBLE TO INGRESS/EGRESS FROM THE GREEN ACRES SUBDIVISION SAFELY. PLEASE UPGRADE LAKE OTIS & 36
TUDOR PERIOD.	YOU SIT THROUGH AT LEAST 3 TO 5 LIGHTS TIMING IS A MAJOR PROBLEM	NEW SEWARD DOWLING DIMOND 36TH EVEN WITH THE CONSTRUCTION DOWLING WAS BETTER
TUDOR/LAKE OTIS	CONGESTION	36TH AVE.
LAKE OTIS & TUDOR	TRAFFIC IS BACKED UP TO C STREET	BENSON
LAKE OTIS/TUDOR	CROWDED	6TH OR NORTHERN LIGHTS
DIMOND FROM ARCTIC TO SEWARD	SLOW TRAFFIC AROUND RETAIL AREAS	MINNESOTA/O'MALLEY
TUDOR - FROM MINNESOTA THRU BRAGAW	CONTINUALLY CONGESTED EXCEPT DURING HOURS OF 9 PM AND 5:30 AM	ANY ROAD - SIDE STREETS 36TH N. LITES 15TH. /DEBARR
OLD SEWARD AND DIMOND	IT'S ALWAYS A MESS DUE TO THE MASSIVE AMOUNT OF RETAIL STORES IN THE AREA	GOING SOUTH TAKE O'MALLY EXIT THEN NORTH ON OLD SEWARD; KING STREET TO 100TH; LK OTIS TO ABBOTT
LAKE OTIS AND TUDOR	TAKES 3 LIGHT CYCLES TO GET THROUGH	36TH IF POSSIBLE
LAKE OTIS & TUDOR		NEW SEWARD & DOWLING
TUDOR +LAKE OTIS		
NORTHERN LIGHTS EAST TO WEST	TRAFFIC LIGHTS OUT OF SYNC 7 YEARS	DEBARR OR TUDOR
GLENN / AIRPORT HTS	TIME	MOUNTAIN VIEW
TUDOR AND LAKE OTIS	TRAFFIC	THERE IS NONE
LAKE OTIS/TUDOR	TOO MUCH CONGESTION/ LONG WAIT	NORTHERN LIGHTS
TUDOR FROM BRAGAW TO NEW SEWARD	TRAFFIC CONGESTION	PROVIDENCE DRIVE / 36TH
TUDOR ROAD	SLOW TRAFFIC	NORTHERN LIGHTS
TUDOR AND LAKE OTIS	CONGESTION	NEW SEWARD
TUDOR	TRFFIC	NORTHERN LIGHTS
DIMOND/OLD SEWARD	TRAFFIC CONGESTION LONG WAITS	NEW SEWARD TO O'MALLEY TO OLD SEWARD BACK TOWARDS DIMOND
BONIFACE/4TH	SHORT LIGHTS/TOO MUCH TRAFFIC	DEBARR/PINE
DIMOND AND HIGHWAY	TOO MANY LANES AND CRAZY DRIVERS	DON
TUDOR AND LAKE OTIS	TOO MUCH TRAFFIC	NORTHERN LIGHTS
NORTHERN LIGHTS/BENSON/LAKE OTIS	ALWAYS CONGESTION AND FLOW OF TRAFFIC IS HORRID	TUDOR & LAKE OTIS
ALL OF THEM	TRAFFIC	STAY HOME
TUDOR AND LAKE OTIS	CROWDED	BACK STREETS TO FRONTAGE RD TO SWD HWY
TUDOR AND LAKE OTIS	BACKUP	NEW SEWARD
LAKE OTIS AND TUDOR	TOO CONGESTED	FROM LK OTIS TAKE 36TH TO NEW SEWARD
LAKE OTIS / TUDOR	ALWAYS JAMED UP	36TH EAST TO TUDOR
LAKE OTIS AND TUDOR	TRAFFIC	CUT THROUGH UNIVERSITY/PROVIDENCE

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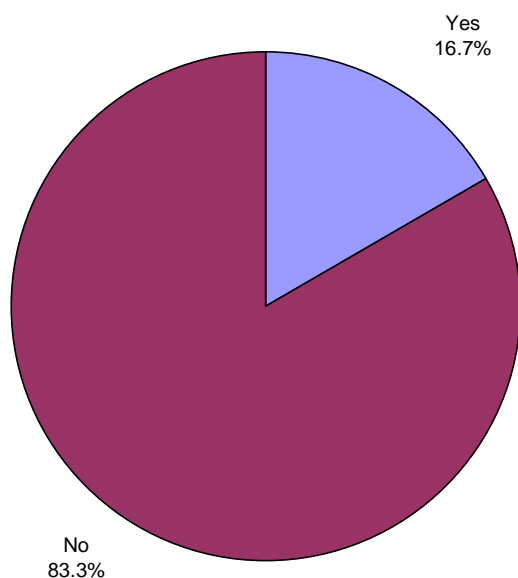
INTERSECTION OR ROADWAY AVOIDED MOST?	REASON?	ALTERNATE ROUTE USED?
NORTHERN LIGHTS AND LAKE OTIS	CARS IN THE RIGHT HAND LANE CUT OFF OTHERS AND CREATE A HAZARD.	N. LIGHTS TO LATOUCHE TO 36TH TO BRAGAW TO TUDOR
MULDOON	TRAFFIC	BONIFACE
TUDOR & LAKE OTIS	TOO LONG TO GET THROUGH	15TH
TUDOR/LAKE OTIS	HEAVY TRAFFIC MOST OF THE TIME	NORTHERN LIGHTS
TUDOR/LAKE OTIS	TOO LONG AT LIGHTS SERIOUS CONGESTION	NEW SEWARD TO DOWLING
LAKE OTIS & E 50TH...ALTHOUGH I HAVE TO USE IT	DANGEROUS DUE TO HILL FROM PED UNDERPASS...CANNOT SEE NORTHBD TRAFFIC...ICY...GETTING CONGESTED DUE TO ZERO LOT LINES ALLOWED TO BE BUILT BY YMCA...DEATHTRAP!	LK OTIS & E 48TH
BRAGAW	ROAD DESIGN & TYPE OF DRIVERS	BONIFACE
ANY ACCESS TO SEWARD HWY BEFORE MINNESOTA	I MISS ALL THE LIGHTS AND TRAFFIC	MINNESOTA BYPASS
ANYWHERE IN THE DIMOND AND NEW/OLD SEWARD AREA	IT IS A MESS AND THERE ARE ALWAYS TONS OF CARS.	SIDE STREETS BETWEEN O'MALLEY AND DIMOND OR BETWEEN DOWLING AND DIMOND
ANY STREET	THIS CITY HAS WAY TOO MANY PEOPLE TO NOT HAVE A FREEWAY SYSTEM	
MULDOON	TOO MANY LIGHTS AND OUT OF SEQUENCE	BONIFACE
MULDOON RD	IT'S UGLY AND CONGESTED	BRAGAW RD
OLD SEWARD/DIMOND	TRAFFIC DENSITY	100TH AND KING

Question 17: Have you used public transportation in the past year?



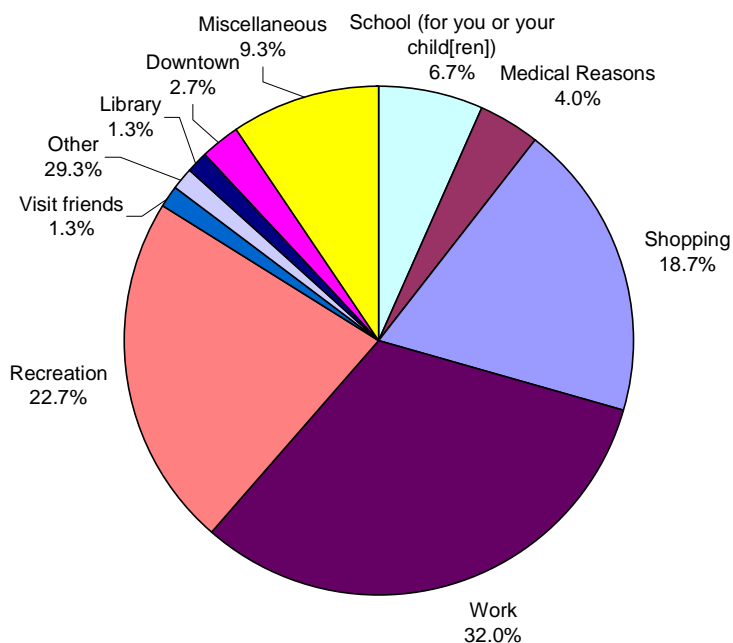
	RESPONSE TOTAL
Yes	81
No	213
Total Respondents	294
Skipped this Question	45

Question 18: Do you frequently (more than 2 times per week) use public transportation to get to any of the following destinations: School (for you or your child[ren]), Medical Reasons, Church, Shopping, Work, Recreation, or Visit Neighbor/Friend?



	RESPONSE TOTAL
Yes	14
No	70
Total Respondents	84
Skipped this Question	255

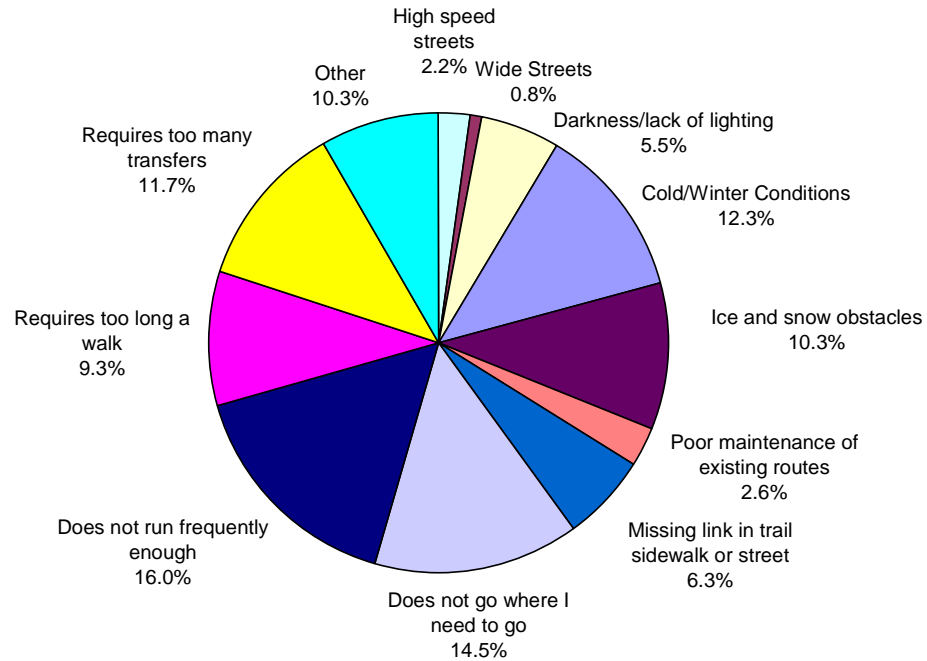
Question 19: What is your primary public transportation destination?



	RESPONSE TOTAL
School (for you or your child[ren])	5
Medical Reasons	3
Church	0
Shopping	14
Work	24
Recreation	17
Visit friends	1
"Other" Responses:	
Airport	1
Library	1
Downtown	2
Miscellaneous*	7
Total Respondents	75
Skipped this Question	264

*Miscellaneous responses include: not a regular user, other cities, when car is being repaired, and home (if out in bad weather).

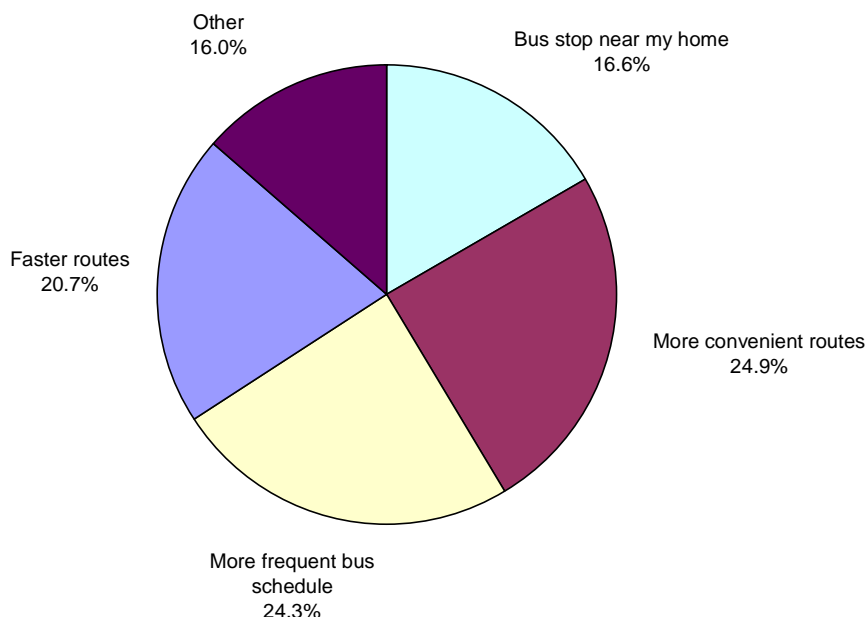
Question 20: What are the biggest barriers to using public transportation in Anchorage?



	RESPONSE TOTAL
High speed streets	21
Wide Streets	7
Darkness/lack of lighting	51
Cold/Winter Conditions	114
Ice and snow obstacles	95
Poor maintenance of existing routes	24
Missing link in trail sidewalk or street	58
Does not go where I need to go	134
Does not run frequently enough	148
Requires too long a walk	86
Requires too many transfers	108
“Other” Responses:	
Inconvenient	6
Bus does not run when I need it to	4
Lack of mobility during the day	7
Takes too long	19
Too expensive	4
Other passengers make me uncomfortable	4
Don't like/use public transportation	5
Don't feel safe	5
Unfamiliar with how it works/the schedule	5
I'd rather drive/I have a car	8
I have to drop off/pick up a child	3
Miscellaneous	8
Total Respondents	281
Skipped this Question	58

*Miscellaneous responses include carry equipment for work, doesn't need to, and does not fit into my lifestyle.

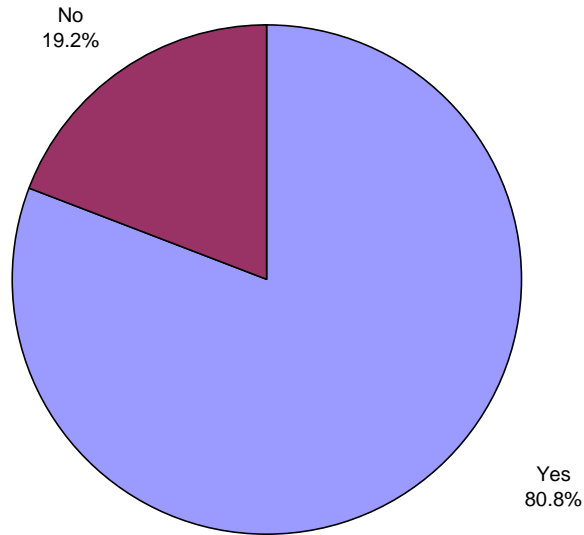
Question 21: Which of the following might encourage you to use public transportation more?



	RESPONSE TOTAL
Bus stop near my home	85
More convenient routes	127
More frequent bus schedule	124
Faster routes	106
"Other" Responses:	
Bus stop near work or school	3
Higher gas prices	2
Less expensive	3
Safer busses/bus stops (security)	5
Rail system	2
Heated stops/plowed streets/account for winter weather	8
Traffic lights/sidewalks so I can get to a bus stop safely	3
Later/earlier hours	2
Knowledge of bus system	3
"Nothing"	23
Miscellaneous	15
Total Respondents	253
Skipped this question	86

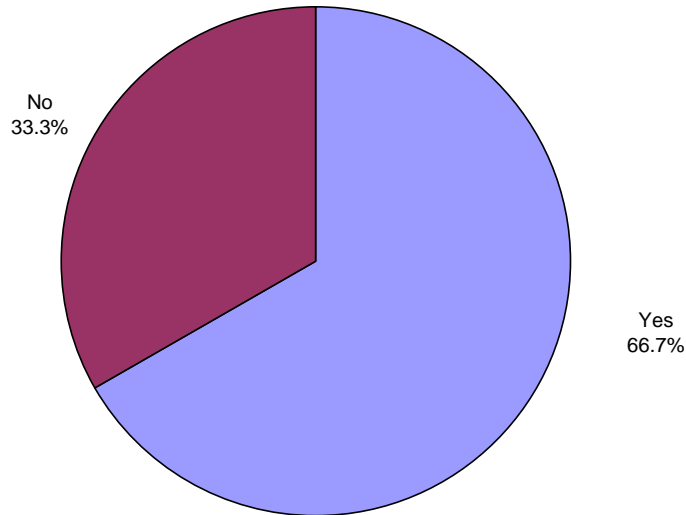
*Miscellaneous responses include take my car away, allow road conditions to deteriorate, and use vans not busses.

Question 22: Have you used walking or biking as a mode of transportation in the past year?



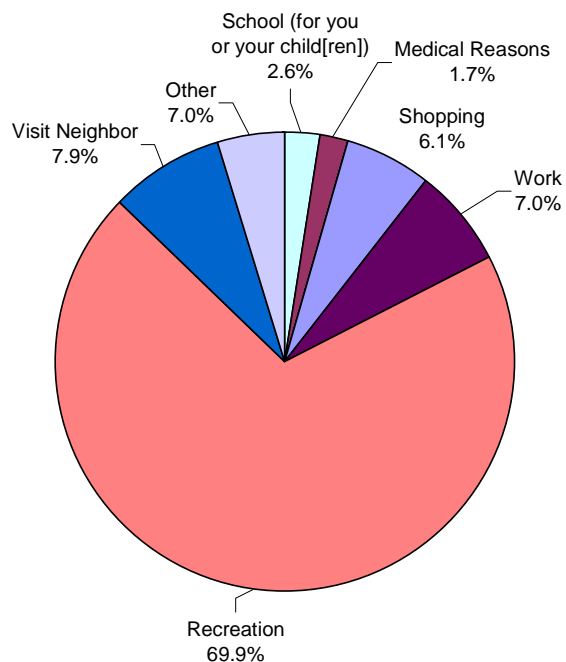
	RESPONSE TOTAL
Yes	232
No	55
Total Respondents	287
Skipped this Question	52

Question 23: Do you frequently (more than 2 times per week) walk/bike to any of the following destinations: School (for you or your child[ren]), Medical Reasons, Church, Shopping, Work, Recreation, or Visit Neighbor/Friend?



	RESPONSE TOTAL
Yes	154
No	77
Total Respondents	231
Skipped this Question	108

Question 24: What is your primary walking/biking destination?



	RESPONSE TOTAL
School (for you or your child[ren])	6
Medical Reasons	4
Church	0
Shopping	14
Work	16
Recreation	160
Visit Neighbor	18
Other Responses:	
None	2
Volunteer	1
Exercise	3
Walk/Train Dog (s)	3
To take the bus	1
Go to daycare	1
Total Respondents	229
Skipped this Question	110

Question 25: When walking or riding your bicycle, please list THE intersection roadway or trail segment that you most avoid traveling on and briefly describe why you avoid it and what alternate route you use instead.

INTERSECTION ROADWAY OR TRAIL AVOIDED MOST?	REASON?	ALTERNATE ROUTE USED?
CHESTER CREEK NEAR MULCAHY	SAFETY	I JUST DON'T GO THERE.
NORTHERN LIGHTS/BENSON	TRAFFIC SPEEDS AND LACK OF COURTESY FROM DRIVING PUBLIC	FIREWEED LANE OR CHESTER CREEK TRAIL
NONE		
36TH/SEWARD	TIME ON CROSSING LIGHT VERY SHORT	
ANY PLACE THERE ARE CARS.	CARS ARE UGLY NOISEY AND SMELLY AND SOME DRIVERS ARE RUDE IGNORANT AND DANGEROUS IN THEY'RE LACK OF AWARENESS RE: BICYCLES AND PEDESTRIANS AND TRAFFIC SAVVY IN GENERAL.	WHEREVER THERE ARE THE LEAST CARS -- LIKE RESIDENTIAL STREETS BIKE TRAILS NOT NEXT TO BUSY STREETS PARKING LOTS ETC.
LAKE OTIS BIKE PATH	TOO MANY INTERSECTIONS	NONE
SPENARD ROAD	LOUSY FOR BIKES	YES
IN FRONT OF WALMART	HAVE TO CROSS AND RE-CROSS INTERSECTION FOR BIKE TRAIL	RIDE ILLEGALLY
BENSON AND NEW SEWARD	TRAFFIC AND TOO SHORT A CROSSING LIGHT	BENSON AND LATOUCHE
15TH AVENUE WEST OF INGRA	TOO DANGEROUS	CHESTER CREEK GREENBELT
LAKE OTIS	TOO BUSY	BACK ROAD TO PARK
OLD GLENN HWY.	IT'S NOISY DUSTY	SIDE STREETS
NONE		
I AVOID ALL PAVED TRAILS AND LIMIT TIME ON LAKE OTIS.	PAVED TRAILS ARE ANARCHY. I PREFER TO RIDE ON THE ROAD. LAKE OTIS HAS LOTS OF ANGRY DRIVERS.	FOR COMMUTING TO MY MAIN WORKSITE FROM HILLSIDE TIME ON LAKE OTIS IS A REQUIREMENT. I TAKE ABBOTT LOOP TO 68TH TO LIMIT TIME ON LAKE OTIS.
TUDOR ROAD	TOO STINKY AND DUSTY	RUSSIAN JACK GOOSE LAKE TRAILS
JEWEL LAKE & INTERNATIONAL	INATTENTIVE DRIVERS MAKE IT VERY DANGEROUS	THERE ARE NONE AVAILABLE
GAMBLE NORTHERN LIGHTS	DRIVERS DO NOT STOP HONK AND TELL YOU TO GET OUT OF CROSSWALK OR OFF THE ROAD.	BIKE TRAILS
NO SPECIFIC INTERSECTION BUT I TRY TO USE ARTERIALS WITHOUT AN OFF-ROAD BIKE PATH OR AT LEAST GOOD SIDEWALK	GENERAL TRAFFIC DANGER AND LACK OF DRIVER AWARENESS OF BICYCLES	ROADS WITH TRAILS
TUDOR LAKE OTIS	TOO MUCH TRAFFIC	N. LIGHTS BLVD.
N/A	N/A	N/A
NONE		
CHESTER CREEK B/N LAKE OTIS AND NEW SEWARD	HUGE CRACKS AND BUMPS	NORTHERN LIGHTS
C STREET FROM DIMOND TO TUDOR	POORLY MAINTAINED	ROADWAY
SEWARD HWY	DANGER	BIKE PATHS
N.A.		
SPENARD	RIFF-RAFF	DRIVE INSTEAD
LAKE OTIS AND TUDOR/MANY OTHERS	THE WALK LT IS NOT LONG ENOUGH AND THE CARS WILL RUN YOU DOWN OR HONK IF YOU ARE NOT AT A DEAD RUN DIFFICULT WITH A CHILD AND DANGEROUS	WE TRY AND USE THE NEIGHBORHOODS OR DRIVE TO ALL PARKS UNLESS I'M FEELING BRAVE
C ST / ARCTIC BLVD	TOO MANY STOP LIGHTS PATH IS POOR NO PEDESTRIAN FRIENDLY BIKE / WALK BRIDGES FOR AVOIDING TRAFFIC	JEWEL / WISCONSIN
MULDOON ROAD	THE WHOLE LENGTH IS DANGEROUS TO CROSS	USE NEIGHBORHOODS TO REACH DESTINATION
5TH AVE TO DOWNTOWN	NO BIKE PATH OR SIDEWALK	15TH AVE.
DIMOND & DIMOND CENTER	DANGEROUS	NONE
TUDOR & LAKE OTIS	I WAS RUN OVER AT THIS INTERSECTION	THERE IS NONE
NONE		
MULDOON	SHOULDER IS POORLY PROTECTED FROM TRAFFIC ON NORTH SIDE BY N. LIGHTS	NONE.

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NONE - JUST WALK AROUND MY NEIGHBORHOOD.		
HIGHWAYS	NO PEDESTRIAN ROUTE	MANY
LAKE OTIS/ TUDOR	NO PLACE TO WAIT	
TUDOR	NARROW SIDEWALKS EXCESSIVE AUTO SPEED	TRAILBLAZING MUNICIPALITY PARKING LOTS
TUDOR/LAKE OTIS & DRIVES OFF TUDOR	SPOOKY	NEWLY CONSTRUCTED MULTIUSE TRAIL
NONE		
FIREWEED; ALSO SOUTH PART OF LAKE OTIS BIKES DO NOT BELONG ON THE ROAD OR SIDE WALKS.	TOO NARROW AND BICYCLIST NEED TO REMEMBER TO WALK THERE BIKES	NORTHERN LIGHTS OR CHESTER CK TRAIL ACROSS INTERSECTIONS.
CROSSING MULDOON @ BOUNDARY	DANGEROUS CONTINUOUS TRAFFIC	SOUTH TO DUBEN TO CROSS AT LIGHT PATH ACROSS FROM MCINNES INTO COLLEGE VILLAGE SUBDIVISION CROSS N. LIGHTS AT MAPLEWOOD LIGHT GET ON CHESTER CREEK BIKE PATH
LAKE OTIS AND 36TH	CARS DOING RIGHT HAND TURNS DON'T LOOK FOR PEDESTRIANS OR BIKES THEY WILL KILL YOU.	
DIAMOND AND OLD SEWARD	TOO MUCH TRAFFIC	ANY WHERE
COASTAL TRAIL	TOO BUSY	EASTCHESTER TRAIL/LAINIE FLEISHER
TURPIN FROM DONNA TO DEBARR	TRAFFIC IS TOO FAST SIDEWALK ON ONLY ONE SIDE	CUT THROUGH THE DIFFERENT SIDE STREETS
LAKE OTIS	TRAFFIC	THROUGH COLLEGE VILLAGE
NORTHERN LIGHTS/BENSON	TRAFFIC VOLUME EXTREMELY HIGH	USE IT ANYWAY...NO OTHER CHOICE
NONE		
NONE		
LAKE OTIS	DANGEROUS CROSS TRAFFIC ACROSS BIKE TRAIL	RECENTLY COMPLETED CAMPBELL CREEK TRAIL BETWEEN LAKE OTIS AND POLICE STATION WILL HELP
NEW SEWARD HWY	HAZARDOUS STREET CROSSINGS	CHESTER CREEK TRAIL
NORTHERN LIGHTS	TOO CONGESTED	
CANNOT AVOID		
NONE		
NEW SEWARD	INCOMPETENT DRIVERS	LAKE OTIS
AVOID ALL ROADWAYS	INCONSIDERATE DRIVERS	BIKE PATHS
LK. OTIS AND TUDOR	NOT SAFE FOR CHILDREN	THE LONG WAY ... VIA WALDRON DRIVE STOPLIGHT TO CAMPBELL CREEK PARK/BIKE TRAILS
LAKE OTIS & TUDOR ROUTE	SMELL & NOISE	CROSS THE BLM TO ABBOTT LOOP
MOUNTAINVIEW AND BONIFACE	DANGEROUS	PINE ST TO MOUNTAIN VIEW
ANYWHERE DOWN TOWN	TOO CROWDED.	
NONE		
MULDOON AND TUDOR	DANGEROUS/NOT ENOUGH SEPERATION BETWEEN SIDEWALK USERS AND CARS	CHESTER CREEK GREENBELT
WOO NEAR SHORE	4 PIT BULLS	SHORE
LO/ABBOTT	DANGEROUS DRIVERS	NONE
NORTHERN LIGHTS WEST OF SEWARD HWY	NO SHOULDER	NONE. AVOID THE AREA
GLENN HWY	ROAD NOISE	N/A
DIMOND AND OLD SEWARD	CONGESTION	NONE
TUDOR	AIR QUALITY	UNI LAKE/UNIV AREA
GRAND LARRY BETWEEN BOUNDARY AND DUBEN	PART UNPAVED NO ROOM POOR MAINTENANCE	MULDOON
MULDOON & TUDO ROAD	NO BIKE PATHS	NONE
N/A		
CROSSING NEW SEWARD HWY AT TUDOR DOWLING OR DIMOND AND PEEK TIMES	NOT A FRENLY ENVIRONMENT WHEN THE TRAFFIC IS ABUNDANT	THERE IS NO ALTERNATIVE - UNTIL THE CAMPBELL CREEK CROSSING IS FINISHED.
ALL SERVICE STREETS		BIKE TRAILS AS MUCH AS POSSIBLE
N/A	N/A	N/A

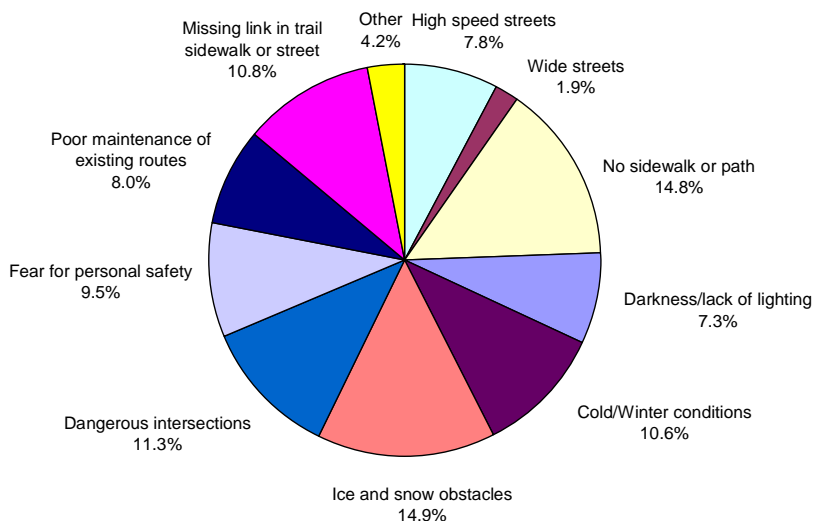
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NEW SEWARD AT N. LIGHTS/BENSON	LACK OF CROSSWALKS	DON'T USE THE CROSSWALKS JUST LOOK BOTH WAYS
TURPIN AND DEBAR	STOP LIGHTS IGNORED	ERMINE/PATTERSON
BENSON & A	GOING NORTH REQUIRES 3 CROSSINGS	DENALI TO BENSON TO SH
STAY AWAY FROM ALL MAJOR ROUTES.	HATE THE NOISE SMELL AND CONGESTION.	IN MY NEIGHBORHOOD.
NONE.	AS LONG AS IT'S CLOSE I'LL WALK.	
MULDOON	TOO MUCH TRAFFIC AND NO SEPERATE TRAIL	PATTERSON
TUDOR	UNSAFE - NOT ENOUGH SEPERATION BETWEEN CARS AND BIKES	CHESTER CRK BIKE TRAIL OR CAMPBELL TRACT TO 68TH TO DOWLING
BRAGAW & DEBARR	TOO MUCH TRAFFIC	E. 16TH ACROSS BRAGAW
MULDOON RD.	TOO MUCH TRAFFIC	NEVER CROSS IT
NONE		NONE
VICTOR ROAD BETWEEN 100TH AND DIMOND	THERE IS BRUSH AND TALL WEEDS/GRASSES GROWING BETWEEN ROAD AND BIKE TRAIL. CARS TURNING OFF VICTOR INTO SIDEROADS CANNOT SEE BICYCLISTS ON TRAIL SOON ENOUGH TO REALISE A POTENTIAL DANGER EXISTS. THIS	IS UNREASONABLE TO ASSUME CHILDREN WILL STOP AT THE APEX OF THE DOWNHILL CURVE TO CHECK FOR TRAFFIC. THE BRUSH NEEDS TO BE MOWED.
TUDOR ROAD	HEAVY TRAFFIC	PROVIDENCE/BRAGAW/LAKE OTIS
THE INTERSECTION I WOULD AVOID IF I COULD WOULD BE BRAGAW AND THE FIRST CORNER NORTH OF THAT	LONG LIGHT	CROSS BRIDGE OVER N. LIGHTS (FROM CHESTER CREEK TRAIL)
WALKING ALONG 36TH TO THE LIBRARY CREDIT UNION	NO SIDEWALKS PLOWED HARD TO BE A PEDESTRIAN	WALK THROUGH EMPTY LOTS AND SHORTCUT ACROSS PARKING LOTS
N/A		
ANY BUSY STREET WITHOUT A BIKE PATH OR CLEARED SIDEWALK		
O'MALLEY	STEEP WITH HIGH SPEED TRAFFIC	BIKE PATHS
ALL BIKE TRAILS IF I AM ALONE UNLESS ON A TRAIL OR DOWNTOWN MOST ANCHORAGE STREETS MAKE YOU FEEL LIKE A THIRD-CLASS CITIZEN. STRIP MALL/FAST FOOD AREAS ARE WORST	THEY ARE NOT SAFE	LIGHTED STREETS OR DON'T GO UNLESS HAVE SOMEONE TO GO WITH ME
TUDOR CORRIDOR	ANCHORAGE WOULD HAVE TO CHANGE RADICALLY FOR ME TO WALK WITH CHILDREN TO DO DAILY ACTIVITIES (HELSINKI IS A GREAT CITY THIS WAY) AS A BICYCLIST I DON'T LIKE TUDOR AS MOTIRISTS ARE WATCHING FOR GAPS AND NOT FOR ME.	GREENBELT PATHWAYS WHEN AVAILABLE.
DEBARR AND MULDOON	AMOUNT OF TRAFFIC	BAXTER
LATELY I HAVE AVOIDED THE HILLSIDE DIRT TRAIL SYSTEM IN BICENTENIAL PARK	THE MANY MOOSE	THE PAVED SYSTEM NEXT TO THE ROAD
SPENARD & MINNESOTA	BUSY POOR SIDEWALKS NO SEPARATION FROM ROADS	NONE AVAILABLE
TUDOR/LAKE OTIS	BUSY	CAMPBELL CREEK TRAIL
HILLSIDE O'MALLEY ABBOTT	UNSAFE FOR BIKES OR WALKING	NONE AVAILABLE
LAKE OTIS AND TUDOR	DIFFICULT BIKE PASSAGE	UAA/CHESTER CREEK TRAILS
ANY SIDEWALK IMMEDIATELY ADJACENT TO A ROAD	NOT SAFE WHEN TRAVELING WITH KIDS	CAR
DIMOND BLVD	NO ONE EXPECTS CYCLISTS	
TUDOR	TOO MANY CARS PORLY MAINTAINED SIDEWALKS	I AVOID THAT SIDE OF TOWN ALTOGETHER
NONE		
NEW SEWARD HIGHWAY	HIGH-SPEED TRAFFIC	LATOUCHE STREET
MULDOON SOUTH TOWARD TUDOR	POOR MAINTENANCE	DON'T GO THAT WAY
TUDOR AND C STREET	CARS BLOCK ACCESS AND WILL TURN W/O LOOKING FOR WALKERS	CROSS IN MIDDLE OF STREET USE MERDIAN TO GET A CROSS.
N/A		USE THE BIKE TRAIL SYSTEM
E. NORTHERN LIGHTS & BONIFACE	NOT PEDESTRIAN FRIENDLY; TOO CONGESTED	CUT THRU RESIDENTIAL AREA WHENEVER POSSIBLE
RUSSIAN JACK	DESTINATION MARKERS MISSING AT KEY INTERSECTIONS	NORTHERN LIGHTS
COASTAL TRAIL	TOO MANY PEOPLE WITH DOGS OFF LEASH AND NO VOICE CONTROL	ANY LESS POPULATED AREA
NONE		
MULDOON & GLENN HIGHWAY	HAD A BIKE ACCIDENT UNDER TUNNEL	DON'T USE TUNNEL
LAKE OTIS/TUDOR	SAFETY	ANY

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DEBARR	TRAFFIC LAWS ARE NOT ENFORCED ESPECIALLY SPEEDING AND RED LIGHT VIOLATIONS	SIDE STREETS
N/A	N/A	N/A
ALL	TOO MUCH TRAFFIC	ONLY WALK IN QUITE RESIDENTIAL OR ON TRAIL SYSTEM
DIMOND & NEW SEWARD	NO ONE KNOWS HOW TO USE THE NORTH BOUND ON RAM	CUT ACROSS NEW SEWARD SOUTH OF DIMOND
DIMOND	TOO CROWDED	TRAILS IN SOUTHPORT
TUDOR & BONIFACE	TO DANGEROUS PEOPLE TURNING RIGHT WILL RUN YOU OVER	NEED A PEDESTRIAN BRIDGE OVER TUDOR & BONIFACE
LAKE OTIS TUDOR 36TH	TOO MANY VEHICLES	TRAIL SYSTEM
NEW SEWARD AND DIMOND	BAD FOR WALKERS BUSY INTERSECTIONS	DOWLING WHICH ISNT MUCH BETTER FOR WALKERS NOT MUCH CHOICE GETTING OVER NEW SEWARD
DEARMOUN RD.	NO PATH NO SHOULDER	DRIVING A CAR
NORTHERN LIGHTS	TRAFFIC	SIDE STREETS
OLD SEWARD AND BRANDON	IT'S SUICIDE TRYING TO CROSS OLD SEWARD THERE	OLD SEWARD AND KLATT
DOWLING+SEWARD HIGHWAYS	NO SHOULDERS	PARKING LOTS
EAST ANCHORAGE	BIKE TRAIL DOES NOT GO THROUGH	
NORTHERN LIGHTS		
LAKE OTIS/ TUDOR	CONGESTION/ UNSAFE	LAKE OTIS/ DOWLING
ALL POSSIBLE ROADS/INTERSECTIONS	NOT THE NICEST ROUTE INCONSIDERATE/DANGEROUS DRIVERS AND TAILPIPE EXHAUST	ALL BIKE TRAILS
NORTHERN LIGHTS	TOO BUMPY	DEBARR
HILLSIDE/ABBOTT CURVE	CAR TRAFFIC SCARY	NO GOOD ONE; GAS PIPELINE CUT
TUDOR	HIGH SPEED AND CRAZY DRIVERS	NEW BIKE ROUTE
BONIFACE AND NORTHERN LIGHTS	TRAFFIC	STAY IN NEIGHBORHOOD
DO NOT HAVE ONE		
O'MALLEY RD	NO BIKE TRAIL	HUFFMAN ACROSS LK OTIS THEN BACK TO O'MALLEY
A OR C STREETS	HIGH SPEED TRAFFIC; EXHAUST	NEIGHBORHOOD STREETS
MULDOON	TO MUCH FAST MOVING TRAFFICE WITH FEW CROSSWALKS	STAY IN NEIGHBORHOOD OR DRIVE TO TRAIL SYSTEM
NORTHERN LIGHTS	CROWDED LIMITED BIKE PATH	
NONE		
TUDOR/LAKE OTIS	SAFETY - DOUBLE TURN LANE - BLIND	FOLKER STREET
ANY THAT CROSS MAJOR STREETS (TUDOR NEW SEWARD GLENN)	I WAS HIT BY A CAR WHILE ON MY BICYCLE; I HAD THE GREEN LIGHT BUT BECAUSE I WAS ON A TRAIL I WAS REQ'D BY ORDINANCE TO YIELD TO CARS - SO THERE IS A PROBLEM W/ ALL INTERSECTIONS W/O BIKE LANES	
NONE		
LAKE OTIS & TUDOR	CONGESTION RT HAND TURNERS DON'T YIELD	TUDOR & FOLKER
ANY ROAD WITH TRAFFIC	INCONSIDERATE AND DANGEROUS DRIVERS	TRAILS
ROADS WITHOUT BIKE TRAILS	SAFETY	
SEWARD HIGHWAY	UNSAFE AND ILLEGAL	VARIOUS
ANY MAJOR INTERSECTION	IT IS ALWAYS DIFFICULT TO CROSS	DEPENDS
TONY KNOWLES COASTAL TRAIL	TOO FAR AWAY	GLEN HWY TRAIL
DIMOND BLVD	TOO BUSY	CAMPBELL CREEK TRAIL

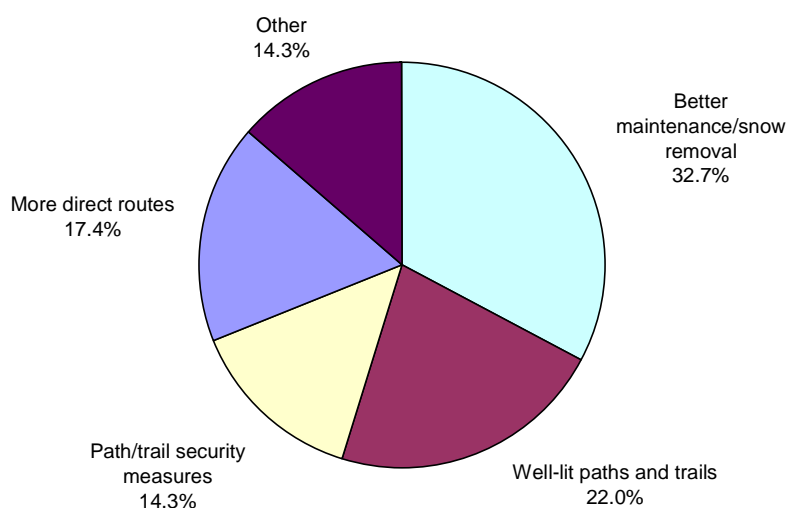
Question 26: What are the biggest barriers to walking/biking in Anchorage?



	RESPONSE TOTAL
High speed streets	90
Wide streets	22
No sidewalk or path	171
Darkness/lack of lighting	84
Cold/Winter conditions	122
Ice and snow obstacles	172
Dangerous intersections	130
Fear for personal safety	110
Poor maintenance of existing routes	92
Missing link in trail sidewalk or street	125
Other Responses:	
Too much traffic	4
Discourteous/Bad drivers	8
Takes too much time	4
Health reasons/physical limitations	2
Need to transport kids and/or stuff	6
Need my car/mobility during the day	1
Poor routes	2
Miscellaneous	8
Total Respondents	273
Skipped this Question	66

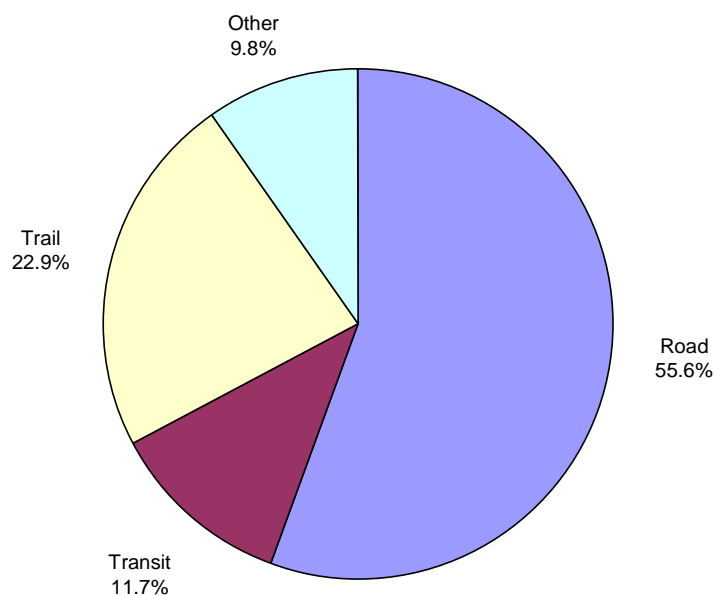
*Miscellaneous responses include "I love driving," too far of a distance, and users need to pay.

Question 27: Which of the following might encourage you to walk or bike more?



	RESPONSE TOTAL
Better maintenance/snow removal	171
Well-lit paths and trails	115
Path/trail security measures	75
More direct routes	91
Other Responses:	
Driver education/more courteous drivers	10
Safer crossings	5
More complete trail system	11
Separated bike paths/sidewalks	13
"Nothing"	13
Miscellaneous	19
Total Respondents	259
Skipped this Question	80

Question 28: From your perspective as a user of the transportation network in Anchorage, please indicate what type (if any) of transportation connection (transit connection, road link, or trail connection) you feel is missing from the current system.



	RESPONSE TOTAL
Road	119
Transit	25
Trail	49
Other	21
Total Respondents	214
Skipped this Question	125

Other responses include build on street bike lanes, trail maps, pedestrian overpasses and underpasses, trolleys, an airport, and turn lanes at all intersections.

Question 29: If you were Mayor or part of the Anchorage Assembly, what are the top three things you would do to improve mobility (how we get around in vehicles, bikes, and on foot) in Anchorage?

FIRST SUGGESTION	SECOND SUGGESTION	THIRD SUGGESTION
MAKE GLENN/SEWARD A FREEWAY	HAVE ONE FREEWAY THROUGH TOWN	MORE FUNDING FOR BUSES
BUILD ROAD CONNECTIONS	FUND MORE TRANSIT	
GLENN SEWARD CONNECTION	GRIDDED STREET CONNECTIONS	TRAFFIC CALMING ON NEIGHBORHOOD THROUGH STREETS
FILL IN MISSING LINKS IN 1/2 MILE AND 1/4 MILE GRID	CONNECT THE SEWARD HIGHWAY AND GLENN HIGHWAYS	DEVELOP LINKS BETWEEN NEIGHBORHOODS NEIGHBORHOOD PARKS AND NEIGHBORHOOD SCHOOLS
COMPLETE GRID SYSTEM STREETS	MORE BUSES AND ROUTES	CONNECT TRAIL AND SIDEWALK SYSTEMS
FUND PEOPLE MOVER SO IT CAN HAVE THE ROUTES AND FREQUENT SCHEDULE THAT WOULD ATTRACT MORE RIDERS	BUILD WIDE BIKE/PED PATHWAYS ALONGSIDE ALL MAJOR ROADS	
ANCHORAGE BYPASS	BRIDGE ACROSS THE INLET TO WASILLA	AUTOMATED CAMERAS TO CITE RED LIGHT RUNNERS
IMPROVE PUBLIC TRANSPORT 2000% SO THAT PEOPLE WILL PREFER TO USE PUBLIC TRANSPORT AROUND THE CITY OVER CARS AND TRUCKS.	DRAMATICALLY FOCUS ON BUILDING MORE BIKE TRAILS AND MAINTAINING IMPROVING AND ENHANCING THE BIKE TRAILS WE ALREADY HAVE.	WORK WITH ALL SEGMENTS OF THE COMMUNITY TO STAGGER START AND STOP TIMES FOR SCHOOLS AND WORKPLACES TO RELIEVE THE TRAFFIC BOTTLENECKS, WHICH OCCUR MAINLY DURING RUSH HOURS, RELATED THESE 2 TIMES/DAY.
IMPROVE ROADS/BUILD NEW ONES DESPITE ENVIRONMENTALIST OBJECTIONS	LOBBY LEGISLATURE FOR MORE TRANSPORTATION FUNDS	COORDINATE STATE/LOCAL SNOW REMOVAL EFFORTS
EXPAND PEOPLE MOVER ROUTES	ADD MORE BUSES RUN MORE FREQUENTLY	INSTITUTE A MUNICIPAL SALES TAX ON GASOLINE ALL REVENUES TO SUPPORT PUBLIC TRANSIT
RAISE GAS TAXES SO THAT THE ROADS ARE NOT SUBSIDIZED BY PROPERTY TAXES AS THEY CURRENTLY ARE. LOWER PROPERTY TAXES COMMESURATELY.	INVESTIGATE THE FEASABILITY OF A GPS ROAD PRICING NETWORK LIKE THEY HAVE IN SINGAPORE & HONG KONG.	OPEN THE TAXI-PERMIT SYSTEM TO ALLOW MORE COMPETITION SO THAT NOT OWNING A CAR IS MORE VIABLE.
COASTAL TRAIL ON THE COAST	NO ABBOT BRAGAW EXTENSION	MORE TRAIL MAINTAINENCE
BIKE LANES	MAINTAIN EXISTING TRAILS	EXPAND ALTERNATIVE TRANSPORTATION OPTIONS
SLOW THE SPEED LIMIT	NARROW THE STREETS	PATHS ON BOTH SIDES
ENSURE WE HAVE ADEQUATE HIGHWAYS	WORK TO IMPROVE PUBLIC TRANSIT OFFERINGS	WORK TO IMPROVE BIKE TRAILS
PROMOTE BETTER RESIDENTIAL AND COMMERCIAL PLANNING	ENCOURAGE/HAVE INCENTIVES FOR CAR POOLING	ENCOURAGE FLEXIBLE WORKING HOURS
REQUIRE SIDEWALKS	FINISH PATH/TRAIL SYSTEM	REQUIRE ADJACENT LANDOWNER TO MAINTAIN SIDEWALK
SAFER PEDESTRIAN FACILITIES ON ALL ROADS.	MORE SIDEWALKS ALL ROADS	CONTINUED BIKE PATHS
OPEN BRAGAW SOUTH TO ABBOTT LOOP	SYNCRONIZE THE STOP LIGHTS	MAKE BUS TRAVEL FREE
MORE SIDEWALK PLOWS/REMOVE SNOW	STAGGER WORK START/STOP TIME	NO STORAGE OF SNOW ON SIDEWALK
DEDICATED FUNDING FOR PUBLIC TRANSIT	ENHANCE PEDESTRIAN/TRAIL CORRIDORS	COMPLETE THE COLLECTOR GRID SYSTEM FOR ROADS
ABBOTT LOOP-BRAGAW EXTENSION TO TUDOR	DOWLING EXTENDED TO ABBOTT LOOP NEW ROAD	FIX THE TRAFFIC LIGHTS TO IMPROVE FLOW AND DO AWAY WITH STOP AND GO DRIVING.
IMPROVED ROAD INFRASTRUCTURE	COMBAT TRAFFIC CONGESTION	INCREASE SNOW REMOVAL
ENCOURAGE STAGGERED WORK HOURS	INCREASE SPEED LIMIT ON NEW SEWARD	EAST SIDE TO SOUTH END BYPASS
MORE FREQUENT CONVENIENT BUS TRANSIT	BETTER BIKE AND SKI TRAIL NETWORK--LOOK AT SCANDINAVIA	TOWN CENTERS FOR HOUSING AND WORK AND SHOPPING
MORE ROADS	IMPROVE INTERSECTIONS WITH CLOVERLEAFS	REMOVE TRAFFIC CALMING IN SOME AREAS
MODIFY NEW SEWARD FOR STOPLIGHT FREE TRAVEL.	SYNCHRONISE STOPLIGHTS (GOT SPELL CHECK?)	WORK ON THE TOWN CENTER CONCEPT. I'M NOT TOTALLY SOLD ON IT BUT IT LOOKS AT LEAST AS GOOD AS BUILDING COUNTLESS ROADS STRANGLD BY STOPLIGHTS AND IT'S PROBABLY CHEAPER.
EXTEND BRAGAW TO ABBOTT	IMPLEMENT SYSTEM WHERE TRAFFIC SIGNALS CAN BE MANUALLY OVERRODE BY CONTROLLERS TO FLUSH CONGESTED INTERSECTIONS LIKE IN OTHER CITIES.	KEEP ALL AIDEWALKS TRAILS CLEAR OF DEBRIS / SNOW.
MORE BUS ROUTES AND FREQUENCY OF STOPS	BUILD A RAIL SYSTEM OR OVERPASSES AT CONGESTED INTERSECTIONS	IMPROVE TRAIL LINKS AND MAINTENANCE
RAIL LINK FROM MULDOON TO DOWNTOWN TO SEWARD (USE EXISTING RAIL LINES)	USE SMALLER VANS IN PLACE OF LARGE BUSES TO FILL IN BUS ROUTES. GIVE VANS TO QUALIFIED WELFARE PEOPLE WITH UNDERSTANDING THEY DRIVE A 5 HOUR ROUTE 5 DAYS OF WEEK. PRIVATE VEHICLE REST OF WEEK.	CROSS TOWN BIKE ROUTES
ADD NEW ROADS	WIDEN EXISTING ROADS	IMPROVE SIDEWALK
MORE EMPHASIS ON ALTERNATIVE TRANSPORTATION OPTIONS	IMPROVE PEOPLE MOVER SYSTEM	IMPROVE VALLEY COMMUTER ALTERNATIVES TO CAR
SLOW TRAFFIC SPEEDS TO 30-35 MPH	CUT DOWN NUMBER OF LANES LIKE SPENARD AND FIREWEED IS SLATED FOR	ADD AND MAINTAIN WIDE SIDEWALKS
MORE SUBSIDY AND POLITICAL SUPPORT FOR TRANSIT ESPECIALLY PEOPLE MOVER	MORE EMPHASIS ON ALTERNATIVES TO DRIVING - PARK AND RIDE COMMUTER RAIL PEOPLE MOVER CAR/VAN POOLING	MORE SUBSIDY AND POLITICAL SUPPORT FOR TOWN CENTERS TO REDUCE CROSS-TOWN TRIPS
PUT A DOME OVER CITY	MAKE USERS PAY	SUBSIDIZE ME WITH SOMEONE ELSE'S MONEY
ANCHORAGE HIGH/BY PASS	PARK/RIDE RAIL SYSTEM	COASTAL TRAIL TO POTTER

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FIRST SUGGESTION	SECOND SUGGESTION	THIRD SUGGESTION
EXPAND NEW SEWARD HWY. THRU TOWN.	NEW INTERSECTION SYSTEM AT LAKE OTIS/TUDOR AND NEW SEWARD/TUDOR	NEW OVERHEAD FREEWAY FROM GLENN HWY. TO SOUTH ANCHORAGE
ESTABLISH TRAFFIC PATTERNS WITH FEWER TRAFFIC BOTTLENECKS	LOOK AT INSTITUTING SMART ROADWAYS	EDUCATE DRIVERS ABOUT WHAT THEY CAN INDIVIDUALLY AND COLLECTIVELY DO TO KEEP TRAFFIC MOVING MORE EFFICIENTLY
EXTEND BRAGAW	EXTEND MULDOON	KEEP SNOW OFF SIDEWALKS
RESTRUCTURE GLENN/4TH AVE. TURN	FLOW SIDEWALKS IN WINTER	STUDY ACTUAL SOURCE OF TRAFFIC AT TUDOR/LAKE OTIS BEFORE DOING BRAGAW EXTENSION
BUILD A BYPASS HIGHWAY	BUILD A BYPASS HIGHWAY	BUILD A BYPASS HIGHWAY
BETTER LIGHTING	MORE ROAD MAINTENANCE	
IMPROVE PUBLIC TRANSPORTATION	BETTER WALKING AND BIKING TRAILS	BETTER PLANNING OF NEIGHBORHOODS
PORT ROUTE AROUND DOWNTOWN	BYPASS FROM GLENN TO SOUTH ANCHORAGE	ANOTHER SOUTHERN ROUTE SUCH AS BRAGAW EXTENSION
CONNECT MULDOON TO ABBOT	MTN VIEW BUSS EXTEND TO MULDOON	MORE FREQUENT BUSS SYSTEM
PLAN ALL NEW ROADS WITH SIDEWALKS	DEVELOP A PLAN FOR 2020	CONNECT TRAILS
TIMELY SIDEWALK CLEARING	TIMELY SUBDIVISION PLOWING	FUNDING THE ABOVE
CRACK DOWN ON THE DRIVERS WHO RUSH PEDESTRIANS AND INCREASE WALK TIME AT LIGHTS	INCREASE BUS ROUTES IN THE DOWNTOWN/MIDTOWN AREA. CHECK OUT SEATTLE	ADD A N/S ROUTE OVERHEAD LIKE IN MOST MAJOR CITIES WITH A TOLL SYSTEM. PEOPLE WOULD GLADLY PAY TO AVOID THE CONGESTION AND THOSE THAT DID NOT WANT TO WOULD STILL HAVE THE EXISTING ROUTES
IMPROVE THE ROAD / TRAFFIC SYSTEMS FOR GROWING POPULATION	MAKE MID TOWN MORE PEDISTRIAN / BIKE USER FRIENDLY. BRIDGES FOR CROSS WALKS	IMPROVE THE BUS TRANSPORTATION - PICK UP EVERY 15 MIN AND EXPAND TO NEW NEIGHBORHOOD DEVELOPMENTS
LISTEN TO THE PUBLIC IN ALL THE NEIGHBORHOODS AFFECTED	LINK USEFUL ROUTES NOW IN EXISTENCE	DISREGARD POLITICAL PRESSURE
CONNECT THE ROAD SYSTEM	COMPLETE THE ROAD SYSTEM	NO MORE CUL-DE-SACS!
EXTEND BRAGAW ROAD	IMPROVE PUBLIC TRANSPORTATION	IMPROVE/BUILD SIDEWALK & BIKE ROUTES
OPEN BRAGAW THROUGH TO THE SOUTH	ADD CLOVER LEAF AT LKOTIS & TUDOR	REMOVE PED. WALK BY GOOSE LAKE
DO A TRAFFIC LIGHT TIMING STUDY AT BRAGAW AND TUDOR INTERSECTION		
CONNECT TRAILS THAT EXIST	PUT IN NEW TRAILS	IMPROVE PUBLIC TRANSPORTATION
MINI-METRO RAIL SYSTEM	LOW-INCOME CAB SERVICE	SHUTTLE VANS
BRAGAW EXTENSION	TUDOR & LAKE OTIS OVERPASS	C STREET & TUDOR OVERPASS
MAKE DOWNTOWN A PEDESTRIAN MALL	REQUIRE ALL NEW ROADS OR CONSTRUCTION TO PUT IN HEAT TAPE UNDER PAVEMENT TO ELIMINATE DANGEROUS WINTER STREETS AND SIDEWALKS	REQUIRE ALL NEW BUILDING CONSTRUCTION TO FOOT BILL FOR ROAD/SIDEWALK/BUS STOP CONSTRUCTION / IMPROVEMENTS W/I 1/4 MILE RADIUS
MORE PEOPLE MOVERS	SMALLER SHUTTLES FOR LESS POPULAR ROUTES	
GET MAJOR GRID TYPE BYPASSES TO MAKE TRAFFIC FLOW BETTER.	HAVE SIDEWALKS IN ALMOST ALL PARTS OF TOWN FOR CHILDREN TO WALK	BETTER SNOW REMOVAL NOT ONLY FOR STREETS BUT FOR SIDEWALKS ALSO.
FINANCE MORE TRANSIT	COORDINATE LIGHTS FOR FLOWS	REQUIRE SIDEWALKS IN SUBDIVISIONS
STOP FUNDING PROJECTS THAT ARE NOT WELL PLANNED	COMPLETE DETAILED TRAFFIC ANALYSIS AND PLANNING	INCLUDE BIKE/PEDESTRIAN FACILITIES
BRAGAW	CLEAR SIDEWALKS OF HEDGES AND SNOW	REPAIR BIKE TIRE EATING CRACKS IN TRAILS
CUT BRAGRAW EXTENSION THROUGH	FINISH COASTAL TRAIL	SPEED UP DOT PROCESS W/HUFFMAN O'MALLEY AND ABBOT
INVEST IN PUBLIC TRANSPORTATION - FOR BUSES BETTER/MORE CONVENIENT SCHEDULES AND ROUTES BETTER WINTER MAINTENANCE OF BUS STOPS/SIDEWALKS CLEAN BUSES MARKETING OF PUBLIC TRANS. LONG TERM LIGHT RAIL	INVEST IN TRAILS IN ANCHORAGE	
MAKE PUBLIC TRANSPORTATION MORE ATTRACTIVE	CONNECT TRAILS/WIDEN SIDEWALKS	TAME ACCIDENT PRONE ROADWAYS LIKE TUDOR WITH MORE TRAFFIC LIGHTS
PROMOTE/IMPROVE NORTH SOUTH VEHICULAR CORRIDOORS	IMPROVE EAST WEST ROUTES	
INTERCHANGE AT TUDOR AND N. SEWARD	BYPASS ROUTE FROM GLENN HIGHWAY TO SOUTH ANCHORAGE	BRIDGE TO PORT MCKENZIE WITH CARPOOL LANE (S)
MAKE PUBLIC TRANSPORTATION QUICKER AND MORE EFFICIENT	ENFORCE SPEED LIMITS AND DUI LAWS	LIMIT PARKING LOTS
WIDEN ROADS WERE NEEDED	BUILD A TRUCKING TRANSPORTATION COORDIDOR	PASS A LAW TO LIMIT BIKES TO ON SIDEWALKS.
STRETCH PEOPLE MOVER ROUTE 45 TO INCLUDE MULDOON MALL	INSTALL TRAFFIC LIGHT @ MULDOON AND BOUNDARY	STRETCH GREEN BIKE TRAILS FROM RUSSIAN JACK INTO MULDOON AREA
COMPLETE BRAGAW	RASPBERRY TO DOWLING TO BRAGAW	GET TRANSIT OUT OFF OF RESIDENTIAL STREETS AND CONCENTRATE ROUTES ON COLLECTOR STREETS AND ABOVE
MORE TRAFFIC POLICE FOR SPEEDERS AND AGGRESSIVE DRIVERS	MORE ROADS	
EASTSIDE BYPASS	EXTEND BRAGAW TO ABBOTT LOOP	IMPROVE BUS SERVICE
RAISE THE SPEED LIMIT ON MINNESOTA TO 65 OR 70 THEY GO THAT FAST ANYWAY AND THE ROAD IS AS GOOD AS NEW SEWARD.	MAKE DRIVER'S EDUCATION MANDATORY FOR NEW DRIVERS. AND ANY WHO HAVE TICKETS	
WORK ON BOTH VEHICLES AND BIKES	VEHICLES	BIKES
BUILD BRAGRAW ROAD	EXTEND DOWLING TO BRAGRAW RD	
BUILD ROADS	IMPROVED ROADS	BUILD ROADS
MAINTAIN EXISTING ROADS	SNOW AND ICE REMOVAL ON SIDEWALKS	SNOW AND ICE REMOVAL ON BIKE TRAILS
BUILD BRAGRAW EXTENSION	PLAN FOR WALKWAYS BY EVERY ROAD	MASS TRANSIT/BETTER BUS SERVICE
EXTEND BRAGAW THROUGH UAA AND BICENTENIAL PARK	CLOVER-LEAF AT NEW SEWARD & 36TH	CLOVER-LEAF ON BRAGAW & GLENN HWY
LIGHTS THAT ARE SET TO TURN GREEN BASED UPON HOW MUCH TRAFFICE IS	CLEAR SNOW QUICKER. COME ON LETS FACE IT -- IT SNOWS IN ANCH AND THIS 72	LETS PAVE THE ROADS THAT ARENT PAVED. WE DO LIVE IN THE 21ST CENTURY AFTER

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FIRST SUGGESTION	SECOND SUGGESTION	THIRD SUGGESTION
WAITING. THERE ARE TIMES WHEN WE SIT IN TURN LANES AND THERE IS NO TRAFFIC COMING THE OTHER WAY. FRUSTRATING.	HOOR THINGS IS RIDICULOUS. ESPECIALLY WHEN YOU PAY SUCH HIGH TAXES	ALL!!
BRAGAW EXTENSION	UPGRADE MAJOR ARTERIALS	DOWLING EXTENSION
NO IDEAS		
ELEVATED BYPASS TO GET TO/FROM DOWNTOWN	NON-REGULATED BYPASS FROM GLENN TO SWD HWY (NO STOP LIGHTS)	GO BACK TO MANUAL TIMING OF LIGHTS (DUMP THAT DAMN COMPUTER)& REMOVE 2/3 OF EXISTING TRAFFIC LIGHTS (UNNECESSARY)
BUILD ROADS	BUILD MORE ROADS	DO AWAY WITH AMATS PROCESS
MAKE BUSINESSES CLEAR ICE AND SNOW FROM SIDEWALKS	MORE SLOW-SPEED STREETS WITH SIDEWALKS LIKE DOWNTOWN	
PEOPLE MOVER TO TED STEVENS	COMPREHENSIVE TRAIL FROM DOWNTOWN THROUGH MIDTOWN TO SOUTH ANCHORAGE	HIGH SNOW REMOVAL ATTENDANCE OF MAJOR ARTERY SIDEWALKS
ESURE INFRASTRUCTION PRIOR TO ADDITIONAL RESIDENTIAL/COMMERCIAL DEVELOPMENT		
NEW EAST/WEST FREEWAY	NEW INTERCHANGE AT BRAGRAW/GLENN HWY.	WIDEN GLENN HWY TO 6 LANES EAST OF AIRPORT HTS.
FREEWAY PLAN	CONNECTED COMMUTER BIKE TRAILS	OVERPASSES
CREATE BYPASS FOR TRAFFIC FROM SEWARD HIGHWAY TO GLENN HIGHWAY	EXTEND BONIFACE AND BRAGAW AT LEAST AS FAR AS ABBOTT	BUILD SECURED PARKING GARAGE DOWNTOWN AT END OF LIGHT RAIL FROM WASILLA/PALMER FOR PARK-N-RIDE
FREEWAY FROM BONIFACE/TUDOR THRU BICENTENNIAL PARK TO INTL. AIRPORT RD	COMPLETE GLENN HWY PROJECT	CONNECT MISSING LINKS IN BIKE TRAIL SYSTEM
MORE DEDICATED BIKE/WALKING TRAILS	LIMIT SPARSE DEVELOPMENT IN OUTLYING AREAS	LIMIT DEVELOPMENT TO MAJOR TRANSPORTATION CORRIDORS AND HAVE THIS DEVELOPMENT BE DENSE
EXTEND BRAGAW	ANCHORAGE BYPASS	MORE TRAILS
REPAIR ROADS	WIDEN ROADS	MORE SIDEWALKS
SYNC. LIGHTS	PUT BUSSES ON GRID SYSTEM	
MORE STAGGERED WORK HOURS	SNOW/ICE REMOVAL ON WALKWAYS	
BETTER NORTH SOUTH ROADS	IGONRE MINORITY SPECIAL INTERESTS	
MORE LIGHTING IN OUTSIDE AREAS OF TOWN	BETTER SNOW REMOVAL OF PATHS/SIDEWALKS	
ENCOURAGE LESS DRIVING MORE CARPOOLING AND WALKING	MAKE IT SAFER ON THE STREETS FOR PEDESTRIANS/BIKERS (ROUTE-WISE AND CRIME-WISE)	
BUILD NORTH-SOUTH ROADS	OVER/UNDERPASS TUDOR LAKE OTIS	
BETTER BUS SYSTEM	TRAILS/PATHS NOT CONNECTED BY RDS OR STS	BETTER WINTER MAINTENANCE
LAUNCH PROGRAM INITIATIVE WITH SNAPPY NAME	CREATE PROGRAM WITH MANDATE BUDGET & STEERING CTTEE	SET 1-5 YEAR GOALS FOR FACILITY IMPROVEMENT EDUCATION INCENTIVES FOR PROP. OWNERS AND DEVELOPERS
INCLUDE BIKE LANES IN ALL ROAD IMPROVEMENT PROJECTS	BETTER SNOW REMOVAL ON ROADS & SIDEWALKS	BIKE TO WORK DAY/WEEK TO EDUCATE & ENCOURAGE ALTERNATIVES
INCREASE GASOLINE AND AUTO TAXES TO KEEP PEOPLE FROM DRIVING SUV	BUILD BETTER AND MORE BIKE AND PEDESTRIAN PATHWAYS AND GIVE THEM PRIORITY.	DON
TIE BRAGAW THROUGH UAA CONNECT THROUGH TUDOR & BRAGAW OUT TO ABBOTT	IF ABOVE IS DONE LAKE OTIS & TUDOR WILL RESOLVE ITSELF	CONSIDER AN OVERPASS OR OTHER DEVICE AT DIMOND & OLD SEWARD
OVER/UNDER PASS AT TUDOR & LAKE OTIS BUS LANE ONLY	DIRECT CONNECTION FROM SEWARD TO GLENN HIGHWAYS	AIRPORT CONNECTION TO GLENN/SEWARD HIGHWAYS
EAST TO WEST HIGHWAY	RAIL SYSTEM	
EXTEND ABBOTT ROAD TO TUDOR	EXTEND C STREET SOUTH OF DIMOND	EXTEND LAKE OTIS TO DEARMOND
ENCOURAGE SAFE WALKING/BIKING FOR KIDS	IMPROVE BUS ROUTE COVERAGE/FREQUENCY	BRAGAW EXTENSION
CONTINUOUS BIKE TRAILS TO SOUTH AND EAST	CLOVERLEAF AT LO/TUDOR	INCREASE TRAFFIC VIOLATION ENFORCEMENT
ENCOURAGE EMPLOYMENT CENTERS IN EAGLE RIVER. THIS IS THE MOST LIKELY PLACE FOR GROWTH AND IF IT EXISTS ONLY AS A BEDROOM COMMUNITY FOR ANCHORAGE IT WILL JUST GENERATE TRAFFIC.		PROMOTE CYCLING AS MORE THAN JUST RECREATION. FOURTH BAN STUDDDED TIRES SO THAT ROADS ARE NOT CONTINUOUSLY UNDER REPAIR. FIFTH ENCOURAGE TOWN CENTERS.
TUDOR / LAKE OTIS BYPASS	MAJOR SIDEWALKS SNOW REMOVAL	MORE SIDEWALK / PATH SNOW BLOWERS
ENCOURAGE BIKE USE	THOROUGH BUS SYSTEM	
ELIMINATE 4 WHEELED CUT THROUGH TRAFFIC IN NEIGHBORHOODSTRAFF	HOUSING AVAILABILITY NEAR MAJOR WORK CENTERS	SHUTTLE SERVICES FROM OUTLYING PARKING CENTERS
CROSSING TO KENAI PENNINSULA	FERRY SYSTEM TO KENAI PENNINSULA	
DECENT ROAD AND TRAIL CLEANING CLEARING AND MARKING INCLUDES SUMMER AS WELL AS WINTER CLEANING	MORE FREQUENT BUSES - MAYBE SMALLER BUSES RUNNING MORE OFTEN AND MORE DISTINATIONS.	PUT THE MANHOLE COVERS IN THE MIDDLE OF THE STREET NOT THE MIDDLE OF THE TRAFFIC LANE!!! AND MAKE THEM LEVELWITH THE ROAD NOT SUNKEN 2-3 INCHES.
CLEAR SIDEWALKS OF ICE	BETTER SEPERATION OF SIDEWALKS FROM STREETS WITH CARS	
PLAN THE DEVELOPMENT OF A BY-PASS ON THE EAST ANCHORAGE SIDE AROUND THE CITY.	WIDEN AND LANDSCAPE SIDEWALKS ESPECIALLY ON HIGH-SPEED ROADS AND CONGESTED AREAS LIKE MULDOON.	ALTERNATIVE TO BY-PASS: INCREASE LANES IN BOTH DIRECTIONS ON TUDOR ROAD AND CONNECT BONIFACE WITH DOWLING
EXTEND BAGRAW	EXTEND BAGRAW	EXTEND BAGRAW
ELEVATE AN EXISTING OR ADD ANOTHER EAST-WEST CORRIDOR	INCREASE NUMBER OF AND QUALITY OF TRAILS/PATHS AND MAINTAIN THEM AS A TOP PRIORITY YEAR-ROUND	MAINTAIN ALL SIDEWALKS AND BUS STOPS YEAR-ROUND
ENCOURAGE BUSINESS TO ENACT FLEX SCHEDULES THUS REDUCING PEEK	SET ASIDE THE BUILD MORE MENTALITY AND ENCOURAGE ALTERNATIVES FOR BETTER	BECOME PRO-ACTIVE IN THE USE OF TECHNOLOGY TO CONTROL CONGESTIVE

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FIRST SUGGESTION	SECOND SUGGESTION	THIRD SUGGESTION
CONGESTION.	UTILAZATION.	AREA THROUGH SIGNAL SYNCRONIZATION FOR EXAMPLE.
FINISH THE BRAGAW EXTENSION	CONTINUE DOWLING PAST THE BRAGAW EXTENSION TO BONIFACE	PUT IN AN OVERPASS AT INTERNATIONAL
BETTER PUBLIC TRANSPORTATION	BETTER SNOW REMOVAL	BRAGAW SOUTH OF TUDOR
COMPLETE SOUTHERN COASTAL TRAIL	COMPLETE LAKE OTIS LOOP	EDUCATION DRIVERS RE BIKES/PEDESTRIANS
PROVIDE BETTER SEPARATION BETWEEN ROADWAYS AND ADJACENT SIDEWALKS/TRAILS.	EXTEND THE USE OF TRAFFIC-CALMING TECHNIQUES AND SIGNIFICANTLY INCREASED ENFORCEMENT OF SPEED LIMITS AND TAILGATING IN PARTICULAR.	GET THE STUPID PEOPLE OFF THE ROADS.
INCREASE PEOPLE MOVER FREQUENCY	MAT/SU COMMUTER RAIL	1/2 HOURLY BUS SERVICE TO AIRPORT
ABOVE GROUND MONRAIL-LIKE DISNEYLAND	CAR POOL LANES ONLY AT CERTAIN RUSH HOUR TIMES	
ENCOURAGE PEOPLE TO LIVE NEAR WORK FIX TRAFFIC GLITCHES IN SOUTH MULDOON	MAKE IT EASY/PLEASANT TO WALK IN MIDTOWN	MAKE IT EASY TO BIKE EVERYWHERE
FINISH KEY ROAD LINKS (BRAGAW ELMORE DOWLING RASBERRY C STREET)	CONNECT GLENN AND SEWARD HIGHWAYS	PUT IN MORE FULL INTERCHANGES ON GLENN NEW SEWARD AND MINNESOTA
IMPLEMENT PLANNED IMPROVEMENTS TO THE PEOPLE MOVER SYSTEM	BETTER COORDINATION OF ROAD CONSTRUCTION PROJECTS	
SUBSIDIZE MASS TTANSIT SO THERE WOULD BE MORE FREQUENT RTS	SPEND THE MONEY TO PLAN AND BUILD ATTRACTIVE WELL LANDSCAPED ROADWAYS WITH MULTIUSE TRAILS ADJACENT TO THEM	
MAKE TRAILS A PRIORITY	MAINTAIN AND REMOVE SNOW FROM ALL SIDEWALKS AND TRAILS	PROVIDE ANOTHER EAST/WEST VEHICLE CORRIDOR
GLENN TO SEWARD HWY CONNECTION FREEWAY.	AFTER THE GLENN TO SEWARD HWY CONNECTION FREEWAY IF THERE IS STILL A LAKE OTIS/TUDOR PROBLEM THEN GRADE SEPERATED INTERSECTIONS AT LAKE OTIS AND TUDOR AS WELL AS SEWARD HWY AND TUDOR.	CLEAR SIDEWALKS AND PATHS YEAR ROUND
WORK WITH STATE & FEDERAL AGENCIES TO FUND A LONG RANGE PLAN TO CREATE A BELTWAY CONNECTING THE GLENN & SEWARD HIGHWAYS THROUGH THE MAIN BUSINESS AREAS OF TOWN SO THAT SIDE STREETS ARE LOCAL ACCESS	PROVIDE INCENTIVES TO LOCAL PEOPLE TO USE PUBLIC TRANSPORT BIKE TRAILS & WALK. FREE BUS SERVICE FOR COMMUTERS AND LOCALS.	OVERPASS WALKWAYS AT ALL MAJOR INTERSECTIONS BY SCHOOLS & CONNECTING SHOPPING AREAS. INCOURAGE BUSINESSES TO PROVIDE SHUTTLES FOR THEIR CUSTOMERS.
CONNECT GLENN AND SEWARD	SIDEWALKS	
ROAD MAINTANCE INCRESIED IN THE WINTER MONTHS	INCREASED LIGHTING THAT IS A LITTLER BRIGHTER	
CONTINUE GREAT JOB OF SYNCRONIZING STOP LIGHTS.	INSTALL NORTH/SOUTH ARTERY EAST OF LAKE OTIS	CONNECT TRAILS FINISH COASTAL TRAIL.
INCREASE PUBLIC TRANSPORTATION	INCREASE ROAD SIDEWALK CONNECTIONS	PLOW THE SIDEWALKS IN WINTER AND ON ROADS WITHOUT THEM NO BERMS IMMEDIATELY ADJACENT TO ROADWAY.
PUT MORE MONEY INTO WINTER MAINTENANCE OF SIDEWALKS	LIGHT MORE TRAILS	CREATE MORE TRAILS ROUTES IN GREENBELTS
FOCUS DEVELOPMENT SO WE CAN LIVE NEARS OUR WORK. ZONING RESTRICTIONS DEVELOPMENT OF APARTMENTS ON TOP OF BUSINESSES ETC.	ENCOURAGE CARPOOLING (INCENTIVES?)	INCREASE GAS TAXES OR PARKING COSTS DOWNTOWN
OVERPASS AT LAKE OTIS AND TUDOR	EAGLE RIVER TO DIMOND EXPRESSWAY ALONG MOUNTAINSIDE.	DOWNTOWN TO EAGLE RIVER EXPRESSWAY WITH NO STOPS.
CONTINUE MULDOON OR BONIFACE OR BRAGAW SOUTH TO GOLDENVIEW FOR A EAST SIDE PATH		
NEW AND IMPROVED ROUTS TO SOUTH ANCHORAGE	BETTER SNOW REMOVAL SERVICE	
CREATE PARKING LOTS FOR COMMUTERS AT MASS TRANSIT STOPS	REMOVE SNOW FROM STREETS AND THEN SIDEWALKS AT THE SAME TIME	SMALLER BUSES THEY ARE NEVER FULL
IMPROVE NORTH/SOUTH TRANSIT	EXTEND BRAGAW/ELMORE FROM NORTHERN LIGHTS TO RABBIT CREEK	CUT THROUGH BICENTENNIAL PARK
EXTEND BRAGAW TO THE SOUTH	MORE FREQUENT TRANSIT SERVICE	MORE SIDEWALKS THAT CAM BE MAINTAINED IN THE WINTER
COMPLETE CONNECTING THE BIKE TRAILS	MAKE THE BIKE PATHS AND STREETS SAFER	IMPROVE LIGHTING
REVAMP THE BUS SYSTEM AROUND NICE INDOOR COLLECTOR SITES (WITH GOOD VENDORS) AND FREQUENT ROUTES BETWEEN SITES. USE TRAILS AND OTHER BUS ROUTES TO SITES (E.G. ROGERS PARK PATH TO SEARS MALL SITE)	CO-LOCATE PUBLIC FACILITIES WITH SHARED PARKING (EG. RECREATION FACILITIES LIBRARIES POST OFFICE ETC. MAKE PROTECTED PEOPLE-ORIENTED SPACE BETWEEN	MAKE AN EAST-WEST CONTROLLED ACCESS HIGHWAY SOMEWHERE SOUTH OF N.LIGHTS AND NORTH OF DIMOND - EVEN A FEW MILES WOULD HELP A LOT
SUBWAY	LIGHT RAIL	MONORAIL
BY PASS HIGHWAYS ON EAST SIDE	BY PASS HIGHWAY INTOWN	
CLEAR SNOW ON TRAILS & SIDEWALKS	MORE BUS ROUTES & MORE FREQUENT BUSES	CLEAR ROADS OF SNOW FASTER
BRAGAW EXTENSION	PATHWAY CONNECTIONS	NEIGHBORHOOD CONNECTIONS SO ARTERIALS ARE NOT USED AS LOCAL STREETS.
HAVE A CIRCLING HWY	PLANS TO EASE CONGESTED INTERSECTIONS	
INCREASE CONNECTIVITY	TIME LIGHTS BETTER FOR CONTINUOUS TRAFFIC FLOW	MAINTENANCE OF TRAILS/PATHS
MORE LIGHTS ALONG MAJOR AND MINOR ROADS	SYNCRONIZE LIGHTS.	
DURING THE WINTER - CONSTANT REMOVAL OF SNOW ICE & SLUSH.	EMPHASIZE THE SNOW SLUSH & ICE REMOVAL.	MAPPING OF TRAILS.
IMPROVE ROAD MAINT. & TRAIL LINKS	SEPARATE SIDEWALKS FROM ROADS (CK	IMPROVE PUBLIC TRANSIT EVEN IT RUNS AT

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FIRST SUGGESTION	SECOND SUGGESTION	THIRD SUGGESTION
	OUT SPENARD FROM MINNESOTA TO NLIGHTS- -ITS VERY UNSAFE/NARROW)	A LG DEFICIT
BETTER LIGHTING OF THE EXISTING TRAILS	INCREASED MAINTENANCE OF BOTH STREETS AND TRAILS	
BYPASS ALL OF ANCHORAGE NORTH/SOUTH	LESS INTERSECTIONS WITH MAJOR THOROUGHFARES	BETTER TIMING ON MAJOR ROADS
BRAGAW EXTENSION	C STREET EXTENSION SOUTH OF DIMOND	WIDEN GLENN HWY FROM MCCARREY TO DOWN TOWN
ROUTE THROUGH TOWN	BIKE (SKI) PATHS EVERYWHERE	PATHS BEFORE CLIMATE INAPPROPRIARE LANDSCAPING
LOOK AT ANCHORAGE ROAD MAP	CONNECT THEDOTS (MISSING ROAD LINKS)	BUILD NEW ROADS!
FREEWAY TO CONNECT GLENN'S AND SEWARD HIWAYS	RASBERRY-DOWLING	BRAGRAW -ABBOTTLLOOP
CONNECT THE GLENN HIGHWAY WITH THE NEW SEWARD HIGHWAY AND MAKE IT A FREEWAY. SO THAT YOU CAN GET FROM SOUTH OF ANCHORAGE TO NORTH OF ANCHORAGE (VALLEY) WITH OUT HAVING TO GO THROUGH STOP LIGHTS.	BUILD SOME SORT OF FREEWAY CONNECTING WEST ANCHORAGE TO EAST ANCHORAGE CONTINUING NORTH TO CONNECT AT GLENN HIGHWAY.	
EXPLORE ALTERNATIVE TRANSPORTATION MODES	EXPLORE FUNDING OPPORTUNITIES FOR ALTERNATIVE TRANSPORTATION MODES	FOCUS DEVELOPMENT OF COMMUNITY ON QUALITY OF LIFE FOR RESIDENTS AND OPPORTUNITIES TO ATTRACT CLEAN INDUSTRIES/BUSINESSES
CONNECT OLD SEWARD AT BENSON	ELEVATE NEW SEWARD TO THE GLENN HWY.	GIVE UP ON BRAGAW LINK IT WILL NOT HAPPEN.
BUILD THE BRAGAW EXTENSION	COMPLETE THE TRAILS NETWORK SYSTEM	
CLEAR SIDEWALKS AND BUS STOPS OF SNOW IN WINTER	DIRECT BUSLINES FROM FAR CORNERS OF CITY TO DOWNTOWN	MORE HIGHWAY INTERSECTIONS - ESP. LAKE OTIS AND TUDOR
USE BETTER ROAD MAINTENCE MATERIALS	CONTRACT BETTER ROAD MAINTENCE BUSINESS	INCREASE SPECIALTY BUSING FARES NOT JUST REGULAR USERS FARES
IMPROVE PUBLIC TRANSIT	ENCOURAGE MULTIUSE NEIGHBORHOODS AND WALKING FOR HEALTH REASONS	IMPROVE THE ZONING LAWS
REQUIRE BIKE TRAILS AS A PART OF ALL NE ROAD PROJECTS	MORE FREQUENT TRANSIT SERVICE	
ADD/IMPROVE ROAD SHOULDERS.	KEEP SIDEWALKS SNOW AND ICE FREE.	MORE LIGHTS ON PATHS.
BETTER SNOW REMOVAL	BETTER ICE REMOVAL	BETTER MAINTENANCE OF TRANSPORTATION SYSTEM.
IMPROVE BUS SERVICE - MORE FREQUENT BUSSES	IMPROVE BIKE LANES AND INCLUDE IN ALL MAJOR UPGRADES AND NEW ROADS	WORK ON THE NEIGHBORHOOD CENTERS TO IMPROVE PEDESTRIAN ACCESS TO BUSINESSES
SYNCHRONIZE THE SIGNALS!!!!	FILL IN MISSING LINKS IN ROADS AND TRAILS.	TAKE A LOOK AT THE EFFICIENCY OF THE TRANSIT SYSTEM.
ANCHORAGE BY PASS STARTING EAST OF MULDOON AND CONNECTING TO HILLSIDE	MORE NORTH SOUTH ROADS ON EAST SIDE	BETTER TIMING OF TRAFFICE LIGHTS
COMMUNITY CAMPUS AREAS (SHOPPING COMMON SERVICE MEDICAL SERVICES LIBRARY COMMUNITY CENTER COMMUNITY THEATER	BUS HUBS IN COMMUNITY AREAS	TAX CREDITS PARKING PASSES ETC. TO ENCOURAGE CAR POOL BIKING ETC
BEGIN THE PROCESS TO GET SUPPORT/\$\$ TO CONVERT GLENN & SEWARD HIWAY (OR OTHER IF PROVES APPROP) INTO ELEVATED FREEWAY OR TUNNEL OR?? IN ORDER TO ALLOW PASS-THRU OF (NOT AROUND) ANCHORAGE.	MANY MORE INCENTIVES (A HUGE LONG COMMITTED CAMPAIGN) FOR BUS-RIDING: FANCY BUS STATIONS SHOPPING CTR PROMOS MORE RUNS CLEARED SIDEWALKS!	PRIORITIZE CLEARING SIDEWALKS AND PEDESTRIAN/WHEELCHAIR ROUTES BEFORE ROADS.
LIGHT RAIL ON MAIN ROAD CORRIDORS LINKING UP WITH BUS ROUTES	INCREASE VEHICLE FUEL CONSUMPTION TAXES THAT WILL FUND PUBLIC TRANSPORTATION DEVELOPMENT	STOP ADDING ROADS - ADD ROUTES INSTEAD!
CREATE CLOVER LEAF OVERPASSES THAT DO NOT ADD MORE TRAFFIC SIGNALS	ADD LANES TO SEWARD HWY	INCLUDE PEDESTRIAN WALKWAYS W/ABOVE IMPROVEMENTS
OVERPASS AT AIRPORT HEIGHTS AND THE GLENN	OVERPASS AT BRAGAW AND THE GLENN	NEW CONTROLLED ACCESS ROADS
COMPLETE MAJOR TRAIL NETWORK & CONNECTIONS	COMPLETE BRAGAW EXTENSION	BETTER CONNECTION AT GLENN & GAMBELL
SNOW REMOVAL (1970'S/80'S LEVELS	WALKER/BIKE OVERPASSES	SMALLER CAR POOL BUS CAPABILITY
TRAFFIC ENFORCEMENT TOO MANY PEOPLE DRIVING TOO FAST FOR CONDITIONS AND SOMETHING HAS TO BE DONE ABOUT RED LIGHT RUNNING!	USING DEBARR AND STARTING IN MULDOON AND ENDING AT MINNESOTA A TROLLEY THAT TRAVELS EAST AND WEST	USING MINNESOTA BYPASS STARTING IN SOUTH ANCHORAGE AND ENDING DOWNTOWN USING A TROLLEY THAT TRAVELS IN BOTH DIRECTIONS
CONNECT FREEWAY TO FREEWAY	OVERPASSES AT BOTTLENECKS	CROSS TOWN LIMITED STOP ROADS
COMMUTER RAILS INTO DOWNTOWN	TOLLBOOTHES TO DETER TRAFFIC VOLUME	TELECOMMUTE
PUT SOME ONE IN THE TRANS DEPT THAT HAS A BRAIN	PUT LIGHT BACK AT DIMOND TO FRONTAGE @ NEW SEWARD	REPLACE WUERCH WITH SOMEONE THAT IS WILLING TO MAKE MAJOR CHGS TO = THE GROWTH OF ANCH
ASSURW TRAILS LINK SO WALKERS/BYCYLES CAN GET AROUND WITHOUT HAVING TO USE ROADS	DEVELOP A BYPASS FROM GLENN TO NEW SEWARD	
INTERSECTION LIGHT TIMING	WIDER LANES	MORE TURN LANES
TIME TRAFFIC LIGHTS FOR BETTER FLOW	PLOW SIDEWALKS IN WINTER	OVERHAUL BUS ROUTES SO THAT IT DOESN'T TAKE HOURS TO GET FROM ONE PART OF TOWN TO ANOTHER
CONNECT GLENN AND NEW SEWARD HIGHWAYS	EXTEND BRAGAW	KEEP SIDEWALKS SNOW FREE
BYPASS ROAD	MORE PEDESTRIAN BRIDGES	FULLY DEVELOP TRAIL SYSTEM
EXTEND BRAGAW	WIDEN/ADD TRAFFIC CONTROLS/BEAUTIFY LAKE OTIS FROM N. LIGHTS TO TUDOR	WIDEN/ADD TRAFFIC CONTROLS/BEAUTIFY 36TH FROM LAKE OTIS TO OLD SEWARD
WIDER SIDEWALKS ON ALL STREETS	MORE CROSSEOVERS OR UNDERS FOR WALKERS AND BIKERS	IMPROVE TIMING ON TRAFFIC SIGNALS IN KEY AREAS
EXPAND BIKE TRAIL AND ENCOURAGE USE	IMPROVE/WIDEN EXISTING PRIMARY ROADS	

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FIRST SUGGESTION	SECOND SUGGESTION	THIRD SUGGESTION
MORE ACCESSABLE THROUGHFARE		
IMPROVED BUS SERVICE	MORE BUS SERVICE	MOTIVES FOR USING THE BUS
TURNLANES ON ALL MAIN ROADS	CLEAR/COMPLETE SIDEWALKS	CLEAR/COMPLETE BIKEPATHS
ESTABLISH A TRUE MASS TRANSIT SYSTEM	GET SIDEWALKS BIKE PATHS AND ROADS PLOWED SOONER	REPAIR MAIN AND SIDE ROADS
BUILD A COUPLE OF EXPRESS WAYS TO ALLOW QUICKER N-S AND E-W MOVEMENT THROUGH ANCHORAGE	INVEST IN UPGRADES FOR STOPLIGHT SYSTEM SO THE MAIN THROUGHFARES THAT DO EXIST MOVE TRAFFIC MORE EFFICIENTLY	LOOK AT THE BIG PICTURE OF THE CITY AND TRY A LONG TERM PLAN INSTEAD OF WHAT'S BEEN DONE UP TO NOW.
BYPASS AROUND THE EAST SIDE OF ANCHORAGE TO THE SOUTH END	MORE LANES ON TUDOR	
MAKE TUDOR WITH OVER/UNDER PASSES WITH OFF RAMP NO STOP LIGHTS		
FREEWAY THROUGH CAMPBELL TRACT	FREEWAY THROUGH CAMPBELL TRACT	FREEWAY EAST TO SOUTH/ WEST ANCH
BYPASS RD FROM GLENN TO WESTSIDE	INCREASE BUS ROUTES FROM HILLSIDE	EXPAND ACCESS TO HILLSIDE
LARGER EAST - WEST ROADS		
MORE ROADS	BETTER TRAFFIC MANAGEMENT	DEDICATED BIKE LANES
BRAGAW EXTENSION	SEWARD/GLENN HIGHWAY BELTWAY	
NEIGHBORHOOD ROUTE ADDED		
WIDEN NEW SEWARD HIGHWAY	COMPLETE BRAGAW EXTENSION	EXTEND LIMITED ACCESS FROM NEW SEWARD/36TH TO GLENN/BRAGAW
TRY AND MAKE A ROAD AROUND ANCHORAGE		
CONNECT STREETS THROUGH NEIGHBORHOODS	ESURE COMPLETE BIKE PATHS	
MANDATORY DRIVING CLASSES TO ALL NEW AK.RESIDENTS!	REPAIR GOOD ROADS NOT REMODEL TO MAKE DEADEND STREETS OR CURVING STREETS	PUT STOP LIGHTS IN SYNC.
BETTER BUS SERVICE	REDESIGN NEW SEWARD-KING STREET LINK OF DIMOND	MORE SOUTH ANCHORAGE TRAILS
TIME THE LIGHTS ON 15TH THRU DEBARR	TIME THE LIGHTS ON AIRPORT HEIGHTS DRIVE TO THE HIGHWAY	MAKE YELLOW LIGHTS LONG ENOUGH TO GET THROUGH THE INTERSECTION
EAST/WEST TRAFFIC LIGHT ADJUSTMENT		
WE MUST IMPLEMENT ALTERNATE ROUTES TO FREE UP EXISTING CONGESTED AREAS	STUDY TRAFFIC FLOW PATTERNS AND MAKE CHANGES ACCORDINGLY	STOP ISSUING BUILDING PERMITS TO CONTRACTORS IN AREAS WHERE THERE IS A TRAFFIC PROBLEM ALREADY BEFORE A SOLUTION IS FOUND.
OPEN BRAGAW UP ALLTHE WAY TO THE GLENN	BY PAS FROM THE GLENN TO NEWSEWARD	
APPROVE AND ACCELERATE DEVELOPMENT OF THE BRAGAW EXTENSION.	DO SOMETHING ABOUT DIMOND FROM THE OLD SWD. TO ARCTIC.	IF I WERE ASSEMBLY MEMBERS VAN ETEN TREMAINE SHAMBERG TESCHE AND TAYLOR I WOULD RESIGN.
USE MORE CLOVERLEAVES	CONTROL DEVELOPEMENT (MAKE SURE THE ROADS CAN HANDLE NEW DEVELOPEMENT) CITY IS NOT VERY GOOD AT THIS NOW.	
FORCE ATAP TO FOLLOW THE MANDATED LAWS FOR CLIENTS TO GET THEIR VEHICLES REPAIRED AND/OR REPAIRED	SUPPLY NON-PROFITS WITH THE FUNDS TO ASSIST ATAP/DFYS/AT RISK YOUTH WITH TRANSEPORTATION SERVICES	ASSIST NON-PROFITS IN SETTING UP THESE SERVICES
MORE BUS PULL OUTS TO REDUCE THE TRAFFIC FLOW INTERRUPTIONS	HIGH SPEED NSEW BYPASS	CITY ROAD DESIGNERS - 15TH SPENARD RD - TOO MUCH R/W WAS USED FOR BEAUTIFICATION THAT COULD HAVE BEEN USED TO ADD ADDITIONAL LANES AND BUS PULLOUTS
REDUCE ROW WIDTHS AND PROVIDE MORE SIDEWALKS/TRAILS	REQUIRE MORE CONNECTIVITY (TRAILS ETC) BETWEEN NEIGHBORHOODS SCHOOLS AND STORES	ALLOW FOR MIXED ZONING TO REDUCE NEED TO DRIVE
PLOW SIDEWALKS	TOWN CENTERS TO ENCOURAGE PEOPLE TO LIVE NEAR THEIR WORK	BIKE LANES
MORE BUS ROUTES		
COSTAL TRAIL COMPLETION	BRAGAW STREET EXTENSION	MORE TRAILS TO CLOSE MISSING GAPS
BULD BYPASS IN EAST ANCHORAGE	PORT AND AIRPORT FREIGHT CONNECTIVITY	
IMPROVE TRANSIT	IMPROVE TRAFFIC LIGHT SEQUENCING	INTEGRATE LAND USE AND TRANSPORTATION PLANNING
CONTINUOUS GREENBELTS AND TRAILS	EAST SIDE CROSS TRAILS	COASTAL TRAIL TO SOUTH
KEEP POLICE OFFICERS AT NOTHERN LIGHTS AND LAKE OTIS DURING RUSH HOUR TO STOP THE HAZARDOUS CONDITIONS.	MORE BUSES	STUDY WHERE THE LIGHTS NEED TO BE BETTER SYNCRONIZED.
INCREASE PUBLIC TRANSPORTATION ROUTES & CONNECTIONS	REQUIRE PARKING GARAGES TO REDUCE LAND USE DEVOTED TO PARKING LOTS & THUS COMPACT SHOPPING/BUSINESS DISTRICTS FOR MORE WALKING OPTIONS	REINSTATE PARK & RIDES ROUTES INCLUDING SHUTTLES TO THE VALLEY/GIRDWOOD &/OR LIGHT RAIL TO VALLEY/GIRDWOOD
INSTALL SIDEWALS	REMOVE SNOW & ICE FROM SIDEWALKS	BUILD AN ELEVATED HIGHWAY WITHOUT STOPS TO GET FROM THE GLENN TO THE SEWARD HIGHWAY STARTING AT MULDOON
SIDEWALKS IN ALL DEVELOPMENTS AND THROUGH PARKING LOTS	DELETE CUL-DE-SAC; REQUIRE CONNECTIVITY BETWEEN DEVELOPMENTS	DEPRESS NEW GLENN AND PUT LID OVER IT TO CONNECT MOUNTAIN VIEW.
MAKE AN EAST/WEST THROUGHWAY	OVERPASS AT LAKE OTIS & TUDOR	IMPROVE VISIBILITY AT INTERSECTIONS
WORK TO SECURE FUNDING FOR MAJOR INTERSECTION PROBLEMS (TUDOR/LO AND GLENN FREEWAY)	ENSURE BUS STOPS PATHWAYS ARE CLEAR AFTER SNOW/FALL	ENCOURAGE CARPOOLING/BUS/ETC.
CAMERAS IN UNDERPASSES...DETER VANDALS IMPROVE SAFETY	PROVIDE LOW-COST NIGHT LIGHTS FOR BIKERS	
DEVELOPE AN ANCHORAGE BYPASS EAST OF MULDOON SOUTH TO A POINT TO PARALLEL TUDOR ROAD AND INTERSECT AT THE SEWARD HIGHWAY	BUILD A ONE WAY ARTERIAL FROM ABOUT AIRPOT HEIGHTS & THE GLENN HIGHWAY THRO TO THE NORTH OF COMMERCIAL DRIVE AND INTERSECT AT C STREET DOWNTOWN NORTH OF 3RD AVENUE AND MAKE 5TH AVENUE ONE WAY EAST AT	

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FIRST SUGGESTION	SECOND SUGGESTION	THIRD SUGGESTION
EXTEND BIKE TRAILS	INTERSECTION IMPROVMENTS	LESS LIGHTS MORE OVERPASS/UNDERPASS
ALLOCATE MORE BUDGED TO PUBLIC TRANSPORTATION	BUILD NORTH/SOUTH BIKE ROUTES	BUILD COASTAL TRAIL EXTENSION
FREEWAY SYSTEM!!!!!!!!!!!!!!!!!!!!!!	FREEWAY SYSTEM!!!!!!!!!!!!	ORANGE ROUTE ON THE COSTAL TRAIL (JUST THOUGHT I'D THROW THAT ONE IN THERE)
A FLOW-THRU FREEWAY SYSTEM THAT KEEPS TRAFFIC MOVING	LIGHT-RAIL SYSTEM AS USED IN PORTLAND OREGON	
BUILD EXPRESSWAYS TO DOWNTOWN FROM NORTH AND SOUTH	ANCHORAGE BYPASS EXPRESSWAY	EXTEND BRAGAW TO TUDOR
EAST-WEST FREEWAY	TRAIL IMPROVEMENT / LINKING	PUSHING RASPBERRY RD THRU TO ARCTIC BLVD
GIVE DOT SOME BACKBONE TO CONDEMN PROPERTY FOR THE GOOD OF ALL	QUITE LISTENING TO THE NIMBY	

Question 30: As we continue to study the transportation system in East Anchorage, is there any specific issue that you feel we should investigate?

USE OF QUALITY LEVEL OF SERVICE INFORMATION
SCHOOL TRANSPORTATION
VEHICLES TO AND FROM UNIVMED CENTER
ROAD RAGE & RECKLESS DRIVERS
MY THIRD SUGGESTION ABOVE. OUR ROAD SYSTEM IS ADEQUATE IF WE WERE NOT ALL NEEDING TO GET THROUGH THE SAME INTERSECTIONS AT THE SAME TIMES AROUND 7:45AM AND 4:45PM. AND MORE SPEEDING TICKETS AWARDED.
LIMITED ACCESS HIWAY FROM GLENN HWY TO SEWARD HWY
I LIKE THE FOCUS ON BARRIERS TO BUS RIDERSHIP. LOOK FOR MORE WAYS TO GET THE SERVICE UP AND THE COST DOWN.
EXTENDING BRAGAW THROUGH UAA LAND IN ORDER TO CONNECT BRAGAW COMPLETELY.
GET EMPLOYERS TO VARY WORK HOURS
QUANTIFY CONGESTION AGAINST NATIONAL STANDARDS
ALLEVIATE LAKE OTIS AND TUDOR
CREATING A MAIN N-S LINK E OF L. OTIS
COST OF BRAGRAW EXTENTION AND ITS IMPACTS TO EXISTING NEIGHBORHOODS
ENACT AN ORDINANCE SO DEVELOPERS MUST PROVIDE LANDSCAPING AND PEDESTRIAN FACILITIES IN THEIR PLANS.
SYNCRONIZING OF THE LIGHTS TO ALLOW UNINTERRUPTED FLOW EAST /WEST
LAND USE AND TRANSPORTATION
ELIMINATE BROWN BAG LUNCHESES
BIKE AND BUS TRANSIT
UNCORK THE PROCESS THAT STOPS EVERYTHING IN THIS TOWN
RAIL SYSTEM OVERPASSES AT CONGESTED INTERSECTIONS. CUTTING BRAGAW THROUGH NEEDS A MAJOR STUDY. WE NEED TO PRESERVE OUR PARKS AND WILDLIFE.
A ROUTE FROM TUDOR ROAD TO HILLSIDE DOWN BRAGAW
ADD NEW ROAD FROM BONIFACE TO ABBOTT
MIXED USE DEVELOPMENT WHEN RE-DEVELOPING
AS ABOVE ALTERNATIVES TO DRIVING. COMMUTER RAIL IS PERHAPS THE ONE THAT HAS HAD LEAST DISCUSSION SO FAR.
HIRE COMPETENT DESIGNERS PLANNERS
FAILURE OF BRAG. EXT. TO FIX L.O.@TUDOR
OPEN NORTH/SOUTH TRAFFIC THRU TOWN.
SEE ITEM 29 ABOVE.
MORE ROADS
BYPASS ROAD SIMILAR TO MINNESOTA AVE. ALONG BASE OF HILLSIDE
WORK OUT A DEAL WITH THE FEDS (ARMY) GET AN EQUAL OR GREATER AMOUNT OF LAND ON THE EAST SIDE BY THE POWER PLANT AND MOVE MERRILL FIELD OVER THERE. THIS WOULD ALLOW WIDENING OF THE STREETS ETC.
SYNCHRONIZED STOP LIGHTS
MAYBE ANOTHER BUS TRANSFER STATION IN SOUTH ANCHORAGE TO CUT THE TOWN IN HALF
MULDOON NEEDS TO BE WIDER NORTHBOUND NEAR HIGHWAY
NO
FORT RICH LAND AS AN ALTERNATIVE
OVERPASSES. LEAVES PARKLAND PROVIDES REVENUE IN THE FORM OF TOLLS.
QUIT SPENDING MONEY ON STUDIES AND IMPROVE THE ROAD SYSTEMS. IT'S OBVIOUS THAT ANCHORAGE IS GROWING A PEAK TRAFFIC HOURS ARE HORRENDOUS FOR ARRIVING AT DESTINATIONS ON TIME.
FOR THE PAST FIVE YEARS WE HAVE NOT BEEN ABLE TO KEEP OUR BEDROOM WINDOWS OPEN IN THE A.M. BECAUSE THE EXHAUST CAN ACTUALLY BE TASTED. IT IS DREADFUL. WE HAVE LIVED IN THE SAME AREA FOR 25 YEARS.
PUBLIC SAFETY TRAFFIC PREEMPTION SYSTEM
SMART TRAFFIC LIGHTS (SENSE TRAFFIC)

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DO A TRAFFIC LIGHT TIMING STUDY AT BRAGAW AND TUDOR INTERSECTION
CONNECTING TRAILS
WIDENING TUDOR ROAD
WIDEN DEBARR & TUDOR
HOW TO IMPROVE TRASPORTATION WITHOUT BUILDING NEW ROADS
PLEASE INSTALL A TRAFFIC LIGHT ON MULDOON AND E32ND.
BETTER ROADS AND/OR BYPASSES TO CONNECT THE DIFFERENT AREAS TOGETHER.
HALT BRAGAW EXTENSION UNTIL EAST IS FINISHED
CONTINUE TO MONITOR BOUNDARY CHANGES W/HIGH SCHOOLS (SERVICE AND NEW S. ANCHORAGE) AS TRAFFIC CONGESTATION AROUND HIGH SCHOOLS WILL CHANGE W/THE NEW SCHOOL OPENING IN THE FALL OF 2004
POLLUTION LEVELS ALONG TUDOR ESP NEAR LK OTIS AND BRAGAW INTRSCNTNS
HOW CAN WE ENCOURAGE CARPOOLING?
PUT A NAIL IN THE BRAGAW EXTENSION COFFIN
CONNECTING INTERNATIONAL TO N.B. NEW SEWARD
TRAFFIC AT ABC N. LIGHTS SCHOOL DURING DROPOFF AND PICKUP TIMES.
EASTSIDE BYPASS
MORE POLICE CONVERAGE WHEN THE HIGH SCHOOLS GET OUT OF SCHOOL THE ROADS ARE ALIVED WITH IDIOTS. AN UN MARKED CAR WOULD BE GREAT ONE DAY A WEEK AROUND SERVICE HIGH SCHOOL BEFORE THEY KILL SOMEONE
DECREASE CONGESTION WITHOUT ADDING SUPER HIGHWAYS
WHY ARE WE STUDING BUSES & TRAILS BUILD ROADS
WEST TO EAST ROAD SYSTEM WIDENING EXISTING
FEASIBILITY OF MASS TRANSIT/RAIL.
CLEAN UP TURPIN MAKE IT PEOPLE FRIENDLY LIKE BAXTER ROAD. IT IS TOO FAST HAS BLIND INTERSECTIONS ETC.
LACK OF NORTH SOUTH ROUTES
HAVE MORE BUS STOPS WITH IN MINI MALLS SUCH AS CARRS STORES. AS ON MULDOON/NORTHERNLIGHTS. THERE IS NO PLACE TO STAND INSIDE WITH SACKS.
RIGHT TURN LANES AT ALL TRAFFIC LIGHTS!!!!
LACK OF REAL PULBLIC INVOLVEMENT!
GETTING TO WORK IS VERY QUICK IF I LEAVE BETWEEN 8 AND 8:10 BUT SLOW BEFORE 8:00. STAGGERING TRAVEL AND WORK TIMES WOULD SOLVE THE PROBLEM. GOING HOME IS MUCH SLOWER ON GLEN. I USE 15TH.I USE 15
RECONSIDER THE 1980 PROPOSAL OF THE FOOTHILLS PARKWAY PROJECT...IT'S FEASIBLE AND LONG OVERDUE
WHY THE CITY ALLOWED ADDITIONAL RESIDENTIAL DEVELOPMENT IN EAST ANHORAGE PRIOR TO ESTABLISHING ADEQUATE TRANSPORTATION SYTEM. I.E ROAD IMPROVEMENTS/EXPANSIONS.
BRAGAW EXTENSION IS A BAD IDEA--IT WILL JUST CREATE ANOTHER LAKE OTIS WITH HIGH TRAFFIC AND CONGESTION (AND ANOTHER NASTY INTERSECTION AT TUDOR)
NO
TAKE 300 FT. RIGHT-OF-WAY FROM BICENTENNIAL PARK ALONG N. SIDE FOR FREEWAY
RATHER THAN CONNECT ABBOTT LOOP TO TUDOR WITH A ROAD BUILD A NICE BIKING TRAIL INSTEAD.
SEE RESPONSE TO QUESTION 29
NORTH SOUTH ROUTE TO BY PASS ANCHORAGE ON EAST SIDE
LAKE OTIS AND TUDOR INTERSECTION. THE LIGHT SHOULD STAY GREEN LONGER.
LIGHT AT PECK ST AND MULDOON
MORE FREQUENT STOPS IN LOW-INCOME NEIGHBORHOODS & AT PUBLIC HOUSING
FREE PARKING AT BUSINESSES IS DISINCENTIVE TO STRONG PUBLIC TRANSPORTATION SYSTEM
LAWS REGARDING WHERE BIKES ARE/ARE NOT ALLOWED. # OF HIT&RUN CAR/BIKE ACCIDENTS HOW MANY INJURIES/DAMAGE
INCREASE GASOLINE TAXES. HEAVY TAXES ON HUGH VEHICLES.
SEE 29
SEPERATE SIDEWALKS FROM THE ROADS WITH BARRIER LANDSCAPING AS MUCH AS POSSIBLE
AFFORDABLE HOUSING IN THE BOWL SO PEOPLE DON
CLOVERLEAF AT LO-TUDOR

ORIGIN DESTINATION STUDIES FOR SOUTH ANCHORAGE
ELEVATED BRAGAW THROUGHWAY
BUILD THE FREEWAY SO TRAFFIC CAN EASILY GET FROM MULDOON/GLENN TO POTTERS MARSH IN 15 MINUTES
THE ANC SCHOOL DISTRICT IS EXPLORING MOVING ITS DEBARR HEADQUARTERS BUILDING TO BRAGAW/TUDOR. DISRUPTING THE HEALTHY GROWTH OF UAA AND THE MEDICAL FACILITIES LAND/TRAFFIC IS A NEGATIVE MOVE.
COGNITIVE FUNCTIONS OF OUR MUNI LEADERSHIP.
EAST ANCHORAGE TRANSIT CENTER DEVELOPMENT NOW!
EXTEND BAGRAW
PLAN FOR GROWTH--BY THE TIME YOU IMPROVE WE'VE ALREADY OUTGROWN THE NEW IMPROVEMENTS
HOW TO SAVE THE WETLANDS AND WILDLANDS OF THE BOWL FOR A BETTER FUTURE - ONCE THEY ARE DISTROYED THERE IS NO GOING BACK...
A NORTH/SOUTH ROUTE EAST OF LAKE OTIS
NOT THAT I CAN THINK OF AT THE MOMENT . . .
MAKING THE AIRPORT RAIL SHUTTLE AFFORDABLE AND COMPETITIVE
NEIGHBORHOOD SECURITY
REAL ORIGIN DESTINATION DATA
THE NEW CONDO'S BY DISCOVERY AT MULDOON/PTARMIGAN. 152 UNITS PLANNED ON A DANGEROUS ROAD SYSTEM FOR EXISTING HOMEOWNERS. THERE IS A GREAT CONCERN FOR SAFETY EVEN AT THIS STAGE
IMPACT OF TRAFFI NOISE ON RESIDENTIAL NEIGHBORHOODS. IF PLANS TO INCREASE TRAFFIC ON TUDOR ARE CARRIED OUT THE INCREASED TRAFFIC WILL HAVE AN ADVERSE IMPACT ON MY NEIGHBORHOOD AND ME.
THE ABILITY TO GET BACK AND FORTH FROM MID-HILLSIDE TO GOLDENVIEW MIDDLE SCHOOL AND THE NEW SOUTH ANCHORAGE HIGH SCHOOL ANY ROAD MIGHT BE THROUGH OR OVER PARKLAND SHOULD BE A 'PARKWAY' TYPE DESIGN THAT 'FLOATS' ABOVE PARKLAND AND HAS PARKING AREAS TO PROVIDE ACCES TO THE PARKLANDS
POSSIBILITY OF ANOTHER EAST/WEST CORRIDOR BETWEEN BONIFACE AND NEW SEWARD
GLENN TO SEWARD HWY CONNECTION FREEWAY - ELEVATED ABOVE TUDOR ROAD.
DO NOT PUSH BRAGAW THROUGH OUR GREEN AREAS PROVIDE A BYPASS TO ACCESS THE SEWARD HWY. FROM THE GLENN HWY.
EAST - WEST CORRIDOR
SYNCHRONIZE STOP LIGHTS SO ONCE YOU ARE ON A TRANSPORTATION CORRIDOR YOU ARE MOVED THROUGH EFFICIENTLY.
REMEMBER THE ONES WHO DON'T USE ONE OF THE 218 000 CARS IN ANCHORAGE.
HOW TO REDUCE CONGESTION AT TUDOR AND LAKE OTIS!
PARK AND RIDE AREAS LIKE IN SEATTLE.
YES RECLASSIFICATION OF THE CAMPBELL AIRSTRIP ROAD/ BASHER RD TO CONNECTOR INSTEAD OF COUNTRY LANE
PEOLPE ARE IMPORTANT
BRAGAW EXTENTION
THERE IS AN ASSISTIVE LIVING HOME IN OUR NEIGHBORHOOD, WHICH HAS A LOT OF TRAFFIC COMING AND GOING. THEY RECENTLY ASKED FOR APPROVAL TO INCREASE THE NUMBER OF PATIENTS, WHICH MEANS EVEN MORE TRAFFIC!
THE BEST EAST-WEST ROUTE FOR A NEW CONTROLLED ACCESS HWY
ANOTHER ROUTE NORTH OUT OF CITY
NO
WE NEED A CONTINUING HWY FROM 36TH TO GLENN WITHOUT TRAFFIC LIGHTS
THE SIDE WALKS ALONG MULDOON ROAD ARE OFTEN NOT CLEARED IN A TIMELY MANNER. TO MANY PEOPLE REALLY DEPEND ON THE BUSES AND WALKING IN THIS AREA NOT TO KEEP THESE PLOWED AS COMPARED SOUTH ANCHORAGE
HOW IS IT THAT OTHER COLD REGION CITIES CAN DESIGN PAVEMENT TO LAST MORE THAN A MONTH? NSH WAS RESURFACED LESS THEN A MONTH AGO & THE RUTS HAVE RETURNED. WHY DID WE WASTE THAT MONEY?
CK OUT SPENARD FROM MINNESOTA TO NLIGHTS SIDEWALKS- -THEY'RE VERY UNSAFE/NARROW)
BRAGAW EXTENSION
ENVIRONMENTAL GROUPS DELAY TACTICS
FOCUS ON ALTERNATIVES MODES OF TRANSPORTATION NOT JUST MOVING AUTOMOBILES.
THE OLD SEWARD IS A MAJOR ARTERY THAT DEADENDS AT 36TH CAUSING A HUGE TRAFFIC PROBLEM
DO WE REALLY NEED TO PUSH THROUGH THE BRAGAW EXTENSION AND HOW DOES THAT AFFECT ABBOT ROAD ABBOT LOOP ROAD INTERSECTION OF LAKE OTIS AND ABBOT?
N/A
HOW YOUR STUDY FULFILLS THE 2020 COMP PLAN

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EFFECT OF THE UNIVERSITY AND PROVIDENCE IN GENERATING TRAFFIC DEMAN. HOW MUCH WILL IT GROW?
NO
LOOK AT GLENN TO SEWARD HIGHWAY CONNECTION TO MOVE TRAFFIC THROUGH TOWN WITHOUT LIGHTS. SOME WAY TO GET RID OF LIGHTS ON MAJOR HIGHWAYS - UNDER/OVERPASSES
WHY IS THERE NO PRE-EMPTION FOR FIRE/EMERGENCY RESPONSE VEHICLES AT SIGNALIZED INTERSECTIONS?
WE NEED MORE ROADS - IF CARS MOVE BETTER WE GET LESS POLLUTION
CONGRESSION SAFETY & HIGH ACCIDENT AROUND ENTRANCE TO GLENCAREN TRAILER PARK ON MULDOON NEAR E. 20TH.
BECAUSE YOU ARE CONSIDERING BRAGAW EXTENSION CONSIDERS AN ELEVATED ROAD ON PILINGS ACROSS ENTIRE PARK - REALLY IT COULD BE A TRANSPORTATION SHOWPIECE AND WIN/WIN COMPROMISE.
MORE HUBS MORE ROUTES LATER TIMETABLES
ADD FRONTAGE ROADS TO MULDOON ROAD
SNOW REMOVAL BUDGET
YES IGNORE MARK PFEFFER'S PLAN TO SPLIT DEBARR INTO THREE ROADS. TRAFFIC LIGHTS AND CURVING DEBARR WILL SLOW TRAFFIC FOR THE PROPOSED TOWN CENTER
TOO MANY WALKWAYS AT THE STREETS EDGE CREATES MANY DANGEROUS EVENTS FOR WALKERS AND DRIVERS.
STOP WASTING MONEY ON BIG INTERSECTIONS!
MORE TIME ON PLANNING ROADWAYS
MAKING SURE THAT ALL IS WELL LIGHTED NO DEAD ENDS NO SMALL WIDTH ROADS. THESE IDEAS ARE TO ENSURE THE SAFETY OF THE INCREASED POPULATION IN THE EAST SIDE.
MULDOON TRAFFIC IS A NIGHTMARE
KNIK BRIDGE
HOW TO KEEP GREEN ACRES SUBDIVISION A NICE NEIGHBORHOOD. IF LAKE OTIS AND 36TH ARE NOT IMPROVED IT WILL BRING MAJOR DETERIATION TO THIS NEIGHBORHOOD.
DEFINITELY MAKE MORE LINKS TO EASE CONGESTION OFF TUDOR EXTEND BRAGAW BONIFACE AND MULDOON TO CONNECT WITH SOUTH ANCHORAGE
O'MALLY/LAKE OTIS INTERSECTION
ICY ROADS
USE OF CARS
WHY ARE WE NO LONGER GIVEN A WARNING (FLASHING DON
SECOND SUGGESTION IN QUESTION 29. THE STOPLIGHTS IN TOWN IS TERRIBLE. IT'S NO WONDER THIS CITY HAS A REPUTATION FOR PEOPLE RUNNING RED LIGHTS. THERE ARE ONLY A FEW ROADS IN TOWN THAT ARE TIMED.
RIGHT TURN LANES ON MULTI-LANE INTERSECTIONS; T-INTERSECTION LIKE CA. WHERE RIGHT LANE ON TOP OF T IS A THRU LANE.
MATCH TO MINNESOTA ON THE EAST
WHY TUDOR HAS NOT BEEN EXPANDED AND MINNESOTA AND NEW SEWARD HAVE.
A LIMITED ACCESS HIGHWAY CONNECTING GLENN AND SEWARD HIGHWAYS
COMPLETION OF MISSING LINKS IN ANCHORAGE
SOUND POLLUTION
TOO MANY ACCESSES TO ELMENDORF! CLOSE BONIFACE EXIT
CAR POOL LANES OR OTHER WAYS TO INCREASE # OF PEOPLE IN CARS
THE TIMING OF LIGHTS
A HIGHWAY BYPASS OR OTHER ROADWAYS THAT MAY BE EXTENDED OR CREATED TO DIVERT AND MOVE TRAFFIC MORE PRODUCTIVELY.
YOUR ARE DOING IT
EXTENDING BRAGAW.
ADULT TEMPORARY ASSISTANCE WORKERS MUST BE FORCED TO FOLLOW MANDATED LAWS IN ASSISTING CLIENTS WITH REPAIR AND OR INSURANCE ISSUES AND THEN THE JOB PLACEMENT AND RETENTION WOULD SKYROCKET
EXTEND INT'L TO NEW SEWARD
DO AN AUDIT TO SEE IF ADMIN IS FOLLOWING POLICIES OF ANCH 2020 (LIKE CONSOLIDATING GOV'T OFFICES DOWNTOWN
COMPARE THE POPULATION AMOUNT OF VEHICLES AND EXPRESSWAY SYSTEM TO A SIMILIAR SIZE CITY LIKE ALBANY/TROY NY
INTEGRATING LAND USE AND TRANSPORTATION PLANNING INCLUDING TRANSIT
REAL GAINS OF CONNECTING ABBOTT LOOP TO BRAGAW
THE ADDITION OF ANOTHER EAST/WEST LINK IN THE ROAD GRID.
INCREASE TRANSIT & REQUIRE PARKING GARAGES AT SHOPPING CENTERS TO REDUCE AMOUNT OF LAND TAKEN UP BY SHOPPING/BUSINESS DISTRICTS

ELEVATED FREEWAYS FROM DOWNTOWN TO INTERNATIONAL AND THE SUGGESTION AT # 28
MAKE SURE TO UNDERGROUND OVERHEAD UTILITY LINES.
EAST/WEST CORRIDOR
FREEWAY SYSTEM!!!!!! AND KNIK BRIDGE
DO NOT ALLOW VOCAL MINORITYS TO BOG THINGS DOWN FOR THE REST OF US WHO ARE LIVING IN A REAL WORLD
HOW TRAFFIC IN OTHER PARTS OF THE CITY EFFECT EAST ANCHORAGE
GET A ROAD TO THE HILLSIDE

Question 31: Do you have any other thoughts that could help shape the East Anchorage area transportation system for all modes—walking, biking, and driving?

THE PLANS NEED TO SHOW AN INTEGRATED SYSTEM--BIKES PEDS TRAILS AND MOTOR VEHICLES IN ONE PLAN--NOT SEVERAL LIKE WE HAVE TODAY--I.E. ANCHORAGE TRAILS PLAN (WHICH DOES NOT INCLUDE SIDEWALKS) OSHP LRTP CITY AND STATE TIPS ETC.
NONE
ALTHOUGH THE MAJOR MODE OF TRANSPORT IN ANCHORAGE IS DRIVING IMPROVING THE LOT OF THE PEDESTRIAN WILL HELP ENCOURAGE TRANSIT BIKE WALKING OPTIONS AND THE LESS WE USE OUR CARS THE HEALTHIER WE'LL BE AND THE LESS CONGESTED THE ROADS WILL BE FOR THE DRIVERS WHO REMAIN.
INCREASE THE PENALTIES FOR MOVING VIOLATIONS DUI RED LIGHT OFFENDERS ROAD RAGE AND RECKLESS DRIVING.
AN ONGOING PUBLIC SERVICE CAMPAIGN TO ENCOURAGE PEOPLE TO WALK AND BIKE AND TAKE PUBLIC TRANSPORT WHENEVER POSSIBLE. THIS CAMPAIGN COULD ADVERTISE ROUTES BENEFITS EASE OF AVAILABILITY AND SO ON. THE CAMPAIGN COULD ALSO HIGHLIGHT WHICH ARE THE BUSIEST INTERSECTIONS AND WHEN AND ENCOURAGE PEOPLE USING CARS AND TRUCKS TO AVOID THESE BOTTLENECKS DURING THESE TIMES.
DON'T GET LOCKED INTO ROAD CONSTRUCTION SOLUTIONS - LIKE THE BRAGAW EXTENSION. THE WORST CONGESTION AT TUDOR AND LAKE OTIS FOR EXAMPLE IS IN MY EXPERIENCE SOUTHBOUND ON LAKE OTIS. THE BRAGAW EXTENSION WON'T CHANGE THAT - THE PEOPLE WHO MIGHT TAKE BRAGAW TEND TO TAKE NEW SEWARD NOW. IT WOULD BE WORTHWHILE TO LOOK AT SOME OTHER BENEFITS OF PUBLIC TRANSIT - SUCH AS FREE BUS TOKENS FOR PROPRIETORS TO GIVE TO INEBRIATED PATRONS OR THE USEFULNESS OF FREE BUS SERVICE FOR RECIPIENTS OF PUBLIC ASSISTANCE.
WE ARE GETTING WORSE AND WORSE TRAFFIC BECAUSE ROADS ARE SUBSIDIZED SO HEAVILY IN THIS TOWN. I LOOKED THROUGH THE CITY BUDGET AND FOUND THAT ABOUT 20% OF THE BUDGET IS DEDICATED TO ROADS & TRAFFIC. BUT THE USERS OF THE ROADS PAY NO USER FEES FOR THE ROADS THEY TRAVEL ON AND SO THEY HAVE NO INCENTIVE TO LESSEN THEIR USE. FURTHERMORE A PIECE OF PRIVATE LAND IS TAXED WHILE THE LAND USED FOR A ROAD IS NOT. THIS IS A DE FACTO SUBSIDY. THE LAND USED FOR ROADS SHOULD BE TAXED LIKE PRIVATE LAND IS. THE AMOUNT OF LAND DEDICATED TO ROADS SHOULD BE TABULATED THEN COMPARED TO THE AMOUNT OF PRIVATE TAXABLE LAND. BOTH TYPES OF LAND SHOULD BE TAXES COMMENSURATELY. THE ROADS WOULD BE TAXED VIA EITHER A GAS TAX OR A ROAD PRICING SYSTEM. A ROAD PRICING SYSTEM WOULD BE THE BEST BUT THE START-UP CAPITAL COSTS MAY BE TOO HIGH. JURISDICTIONAL ISSUES MAY ALSO BE A PROBLEM. AN INVESTIGATION IS WARRENTED INTO ROAD-PRICING. IT'S PROVEN TO BE THE MOST EFFECTIVE WAY TO LESSEN CONGESTION. PUBLIC TRANSIT BOOSTERS ARE SIMPLY DON QUIXOTES. THERE IS NO WAY PUBLIC TRANSIT WILL EVER BE COMPETITIVE WITH A ROAD SYSTEM THAT IS SO MASSIVELY SUBSIDIZED. THE ARCTIC WINTERS DON'T HELP EITHER.
OPEN UP THE BRAGAW EXTENSION TO EASE LAKE OTIS AND TUDOR INTERSECTION.
WHILE I DO SUPPORT TRYING TO EXPAND PUBLIC TRANSPORTATION I PERSONALLY USE MY CAR IN MY WORK. PART OF MAKING ANCHORAGE A LIVEABLE CITY IS ENSURING WE HAVE ADEQUATE MAIN THOROUGHFARES SO THAT PEOPLE ARE NOT DRIVING OUT OF THEIR WAY BECAUSE EITHER AN APPROPRIATE ROAD IS NOT AVAILABLE OR THEY ARE TRYING TO AVOID CONGESTED INTERSECTIONS.
AS MUCH AS I LIKE TO BIKE I DON'T SEE IT AS A VIABLE TRANSPORTAION MODE HERE IN ANCHORAGE - WEATHER RELATED SIX MONTHS OF SNOW. I REALLY DON'T LIKE THE CURRENT ADMINISTRATIONS MENTALITY OF BUILD ROADS NO MATTER THE COST AND IMPACTS TO NEIGHBORHOODS. WE NEED TO EDUCATE PEOPLE ON WHAT ARE THE REAL COST OF ROAD DEVELOPMENT AND TRY TO REDUCE THE NUMBER OF TRIPS EACH HOUSEHOLD MAKES EACH DAY. FOR INSTANCE IS IT REALLY NECESSARY TO TRAVEL 1-2 MILES TO THE LOCAL GROCERY MARKET TO PICK UP A PINT/GALLON OF MILK? WHEN I WAS YOUNG MY PARENTS PLANNED MORE. WE DIDN'T GET IN OUR CAR AND DRIVE FOR THE SAKE OF DRIVING. MANY OF THE TRIPS MADE BY PEOPLE/CARS TODAY ARE UNNECESSARY AND/OR COULD BE COMBINED. MAYBE SOCIETY NEEDS TO RE-EXAMINE OUR CURRENT LIFESTYLE AND MAKE CHANGES THE HELP NEIGHBORHOODS AND NOT INDIVIDUALS. THINK GLOBALLY ACT LOCALLY!
1. WHAT ARE THE IMPACTS ON TRANSPORTATION IF THE 2020 PLAN IS FULLY IMPLEMENTED? 2. WHAT WOULD BE THE IMPACTS IF A TRIP REDUCTION ORDINANCE FOR MAJOR EMPLOYERS WAS PUT INTO PLACE? 3. WHAT WOULD BE THE IMPACTS OF AN EAST ANCHORAGE BY-PASS RUNNING FROM THE GLENN HIGHWAY EAST OF MULDOON MERGING INTO TUDOR ROAD CONNECTING WITH DOWLING ROAD AND THE NEW SEWARD HIGHWAY?
WE NEED TO QUIT WASTING MONEY ON TRAILS. WHY HAS THERE BEEN SO LITTLE PUBLIC INVOLVEMENT IN THE EAST STUDY? THE LUNCHTIME BROWN BAG SOCIAL CLUB IS VERY POOR WAY TO FIND WHAT THE PUBLIC THINKS. THANK YOU
1) I BELIEVE I'VE MENTIONED THE STOPLIGHTS ON THE NEW SEWARD 2) WE PUT PAVED PATHS ALONG OUR BUSY ROADS. THESE PATHS ARE PRIMARILY USEFULL FOR KIDS AND RECREATIONAL CYCLISTS RUNNERS ROLLERBLADERS ETC. ALL OF THOSE ACTIVITIES ARE MORE ENJOYABLE AND SAFER AWAY FROM THE BUSY ROADS. PUTTING THE TRAILS ALONG BUSY ROADS ALSO GUARANTEES NUMEROUS DANGEROUS INTERSECTIONS. OFTEN THERE ARE ROUTES THAT THE TRAILS COULD TAKE THAT ARE A BLOCK OR SO AWAY FROM THE BUSY ROAD THAT WOULD BE NICER.
KEEP UP THE GOOD WORK. AND JUST BECAUSE SOMEONE LIVES OUTSIDE ALASKA DOESN'T MEAN YOU SHOULD BOOT HIM OR HER FROM THE SURVEY. WHAT IF THEY JUST RECENTLY MOVED SOUTH AFTER SPENDING 10 YEARS IN EAST ANCHORAGE?
OVERPASSES AT CONGESTED INTERSECTIONS. IMPROVE AND MAKE BUS SYSTEM CHEAPER.MAYBE FREE TO ENCOURAGE RIDING. STAGGER WORK HOURS OF MAJOR EMPLOYERS SO EVERYONE ISN'T GOING TO WORK AT THE SAME TIMES. YOU NEED TO DO SOMETHING ABOUT THE POLLUTION FROM DIESEL TRUCKS.... IT REALLY CHOKES ME. IMPROVE TRAIL LINKS. PUT IN ABOVE GROUND RAIL SYSTEM. BUILDING MORE ROADS ISN'T THE ANSWER.... PLANT MORE TREES ALONG MAJOR ROADWAYS TO TAKE THE DUST AND POLLUTION OUT OF THE AIR.
INCREASE BUS ROUTES TO REACH MORE RIDERS.
DO NOT PUSH BRAGAW THROUGH!
NOT AT THIS TIME
I FEEL THE MODELING OF LAND USE DEVELOPMENT AND TRAFFIC FLOWS AND THE DATA THAT COMES FROM IT IS GOING TO BE VERY IMPORTANT TO FUTURE PLANNING. I HOPE YOU'LL BE ABLE TO EMPHASIZE THIS AND CONTINUE TO RESIST POLITICAL PRESSURE.
I BELIEVE THERE IS TOO MUCH EMPHASIS ON THE FEEL GOOD LOOK GOOD ATTITUDE IN ANCHORAGE. WE NEED MORE COMMON SENSE GOVERNMENT. WE MAY NOT BE READY FOR L.A. FREEWAYS BUT WE NEED TO DESIGN A SYSTEM OF ROADS AND ACQUIRE THE CORRIDORS NOW SO WE WILL HAVE THEM WHEN NEEDED. WE NEED TO STOP THE WASTE OF REBUILDING INTERSECTIONS EVERY 5 YEARS THAT ARE NOT EVEN UP TO TODAYS STANDARDS. ALTHOUGH WE ARE NO LONGER THE LEAST POPULOUS STATE I BELIEVE WE ARE STILL THE ONLY ONE WITH NOT A SINGLE TRUE INTERCHANGE! WHAT DOES THAT TELL YOU? IN ALASKA THE AUTMOBILE IS THE BEST AND MOST PRACTICLE MODE OF TRANSPORTATION IN MOST CASES. WAKE UP!
THE PEOPLE STUCK AT L.O. AND TUDOR IS NOT TRYING TO GET OUT OF TOWN THEY'RE TRYING TO GET ACROSS AND/OR INTO TOWN. BRAG. EXT. WILL MERELY TAKE SOME OF THESE PEOPLE AND PUT THEM RIGHT BACK AT THE SAME INTERSECTION ALBEIT ON A DIFFERENT STREET. CONSIDER THE CATASTROPHIC CONGESTION DURING RUSH HOUR AT ABBOTT/SERVICE HIGH 68TH/KAASUUN AND BY EXTENTION BRAGAW/LAIDLAW AND APD.
WHY CAN'T WE EXTEND MULDOON OR BRAGAW? THE NEW SEWARD HWY. CAN'T HANDLE THE GROWING AMOUNT OF TRAFFIC. WE NEED NEW ARTERIES TO ALEVIAE TRAFFIC FLOW.
MORE THAN A HANDFUL OF THE AUTOS IN ANCHORAGE HAS SOUND SYSTEMS WITH THE CAPABILITY OF DISTURBING ENTIRE NEIGHBORHOODS.

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<p>ANOTHER PART OF THE STATE IS SOLD. YOU CAN SAFELY BET THAT I WON'T BUY A HOUSE IN MT. VIEW. A SINGLE PATROL CAR SITTING QUIETLY IN AN ALLEY IN MT. VIEW COULD EASILY TICKET A HALF-DOZEN DRIVERS A NIGHT. I'M TOLD THAT OKLAHOMA HAS STRONG LAWS ABOUT EXCESSIVELY LOUD CAR STEREOS. CAN ANCHORAGE LOOK INTO OKLAHOMA'S LAWS AND SEE IF THEY WILL WORK HERE?</p> <p>DON'T ASSUME THAT BUILDING A ROAD SOLVES A PROBLEM (LIKE EXTENSION OF PINE INTO REKA THAT WILL CREATE EXCESS FLOW-THROUGH TRAFFIC FROM BRAGAW); WORK ON ELIMINATING THE LITTLE PROBLEMS - SNOW THAT MAKES SIDEWALKS IMPASSABLE IN WINTER CRACKS IN PAVED TRAILS THAT CAUSE CRASHES; IF WE HAVE A PROBLEM AT TUDOR/LAKE OTIS AND ALONG THAT TUDOR CORRIDOR I'D LIKE TO SEE SOME ACTUAL STUDY RESULTS THAT SAY WHERE TRAFFIC IS COMING FROM AND WHERE IT WANTS TO GO BEFORE JUST SLAPPING DOWN SOME ASPHALT AND ASSUMING THE PROBLEM IS TAKEN CARE OF ... MIGHT NEED THE BRAGAW EXTENSION BUT HAVE NOT SEEN ANY HARD FACTS -- IN ESSENCE MAYOR ETC. WANT TO RUN A FREEWAY INTO A RESIDENTIAL AREA AND I THINK THAT WOULD RUIN THE CHARACTER OF THE NEIGHBORHOOD.</p> <p>HAVING LIVED IN MULDOON FOR SIX YEARS I THINK THAT A NETWORK OF PATHS COMBINED WITH SMALL DESTINATION AREAS (FAIRVIEW IS A GOOD EXAMPLE OF DOING IT RIGHT) WOULD ENHANCE THE TRANSPORTATION OPTIONS AND AVOID THE STRIP-DEVELOPMENT MENTALITY CURRENTLY PRESENT IN THE AREA.</p> <p>OVERPASSES TOLL ROADS LONGER WALKING TIME AT THE LIGHTS. CRACK DOWN ON EXISTING LAWS. SNOW REMOVAL AT THE BUS STOPS.</p> <p>TIME TO FIX THE ROAD SYSTEM IS NOW.</p> <p>PLEASE DO NOT TRASH MULDOON ANY MORE THAN IT IS ALREADY. MULDOON ROAD WAS NEVER MEANTH TO BE A HIGH SPEED LINK TO THE HILLSIDE OR TO THE SEWARD HIGHWAY. IT WAS A NEIGHBORHOOD LIKE SPENARD OR MT. VIEW. WE HAD WONDERFUL HOMES AND ONE-ACRE LOTS UNTIL THE 80'S WHEN THE CITY ALLOWED LOW INCOME HOUSING TO CHOP UP THE ACRE LOTS.</p> <p>DESIGN MORE ROADS TO BE LIKE 15TH AVE.</p> <p>INTERESTING THAT TRAVEL BY ELECTRIC WHEELCHAIR OVER SIDEWALKS IS NOT EVEN SUGGESTED AS A CHOICE. WE HAVE A REAL PROBLEM WITH MOBILITY FOR THOSE WITH DISABILITIES. THE ACCESSIBLE CAB SYSTEM IS CLEARLY BROKEN WITH PROVIDERS PREFERRING QUICK AND EASY NONDISABLED PASSENGER CALLS; AND THE ANCHOR RIDES SYSTEM IS CUMBERSOME TO THE POINT OF BEING OF LIMITED VALUE. SYSTEM NEEDS A THOUROUGH OVERHAUL.</p> <p>MORE DRIVERS EDUCATION IS NEEDED AND POSSIBLY MORE DRIVER TESTING TO VERIFY THEIR KNOWLEDGE INCLUDING BICYCLE DRIVERS. ALTHOUGH I THINK THE BICYCLE LAW THAT SAYS YOU ARE SUPPOSED TO DRIVE YOUR BIKE WITH AUTOMOBILE TRAFFIC IS SERIOUSLY WRONG. I WILL NOT DRIVE MY BIKE WITH MY BACK FACING AUTO TRAFFIC. I WANT TO LIVE! STILL BIKE RIDERS NEED TO OBEY STOP SIGNS AND NOT JUST FLY AROUND TOWN CROSSING INTERSECTIONS AT WILL. THIS IS VERY DANGEROUS AND UNNERVING FOR AUTO DRIVERS.</p> <p>LOWER SPEED LIMITS ALONG TUDOR WOULD PREVENT PEOPLE FROM TRAVELING IN EXCESS OF 50 MPH, WHICH CAUSES ACCIDENTS WHEN PEOPLE ARE TURNING ON AND OFF THE ROADWAY.</p> <p>NOT REALLY</p> <p>MORE LIGHTING. WIDEN SOME ROADS.</p> <p>AGAIN - IT IS TIME FOR PRIVATE ENTERPRISE TO PAY FOR THE TRANSPORTATION NEEDS IT DEVELOPS BY BUILDING NEW HOUSING BUSINESS ETC. ALSO - WHAT IS WITH THE NEW DEBARR ROAD CONSTRUCTION IN FAIRVIEW THAT DOESN'T HAVE BUS PULLOUTS? ALL NEW CONSTRUCTION WHETHER ON A CURRENT ROUTE OR NOT SHOULD HAVE BUS PULLOUTS BUILT - THESE ARE GOOD FOR VEHICLE EMERGENCIES CELL PHONE USE - PATROL CARS, ETC. MORE PAVED LIGHTED STREET AVOIDING WALK/BIKE/SKI TRAILS - THESE NEED TO CRISS-CROSS TOWN SO WE CAN COMMUTE WITHOUT GETTING RUN OVER BY A CAR.</p> <p>WHATEVER YOU DO IS GOING TO COST MONEY AND THE PEOPLE OF ANCHORAGE ARE OVERTAXED ENOUGH. IF WE COULD EXPAND ROADS INTO THE HILLSIDE AREA FROM MULDOON BONNIFACE ETC. WE COULD CUT DOWN ON THE OVERALL USE OF MANY OF THE CURRENT MAJOR ARTERIALS AND THUS WOULD IN ESSENCE MAKE THEM LAST LONGER BEFORE WE HAVE TO REPAVE ETC. ANOTHER POSSIBLE SOLUTION WOULD BE TO HAVE A BYPASS FROM THE GLENN HWY ON THE FAR EAST OF MULDOON AND TOTALLY BYPASS THE MOST OF ANCHORAGE AND CATCH UP WITH THE SEWARD HIGHWAY ON THE SOUTH SIDE OF DIMOND BLVD.SOMEWHERE.</p> <p>1.CONNECT GLENN AND NEW SEWARD HIGHWAYS VIA DOWNTOWN/MERRILL FIELD ROUTE 2.EXTEND AND LINK MORE GREENBELT BIKE/PEDESTRIAN TRAILS TO PROVIDE ROUTES THAT ARE SEPARATED FROM HIGH SPEED ROADS 3.IMPROVE EXISTING ARTERIALS (LAKE OTIS 15TH O'MALLEY & MINNESOTA TO COMPLETE A BELTWAY AROUND THE BUSINESS CORRIDOR WHERE ALL THE TRAFFIC IS.</p> <p>GREATER PUBLIC AWARENESS OF TRAIL SYSTEM AND FUTURE IMPROVEMENTS. CAN'T NEWSPAPER INCLUDE CITY TRAIL MAPS ONCE IN A WHILE? ONLY CONVENIENT SOURCE I KNOW OF IS PHONE BOOK AND OFTEN IT'S OUT OF DATE!</p> <p>IT IS VERY DIFFICULT AT THIS LATE STAGE TO FIX A PROBLEM THAT SHOULD HAVE BEEN AVOIDED BY PRIOR PLANNING. THE SOLUTION TO CONGESTION IN ANCHORAGE OVER THE PAST 20 OR SO YEARS HAS BEEN TO SIMPLY ADD MORE LIGHTS AT HEAVY TRAFFIC INTERSECTIONS. THIS HAS LEFT US WITH NO OPEN TRUCK ROUTES NO BYPASS ROUTES NO CLEAR BUS ROUTES ETC. IN EFFECT WE HAVE TURNED ALL OF ANCHORAGE INTO ONE BIG DOWNTOWN. LOOKING FORWARD I BELIEVE THE ONLY LONG TERM SOLUTIONS AVAILABLE TO US ARE A) TO CONVINCE A MAJORITY OF FOLKS TO WALK/BIKE (PROBABLY WON'T WORK); B) TO VASTLY OVERHAUL AND IMPROVE BUS NETWORKS FOR PROMT LOCATION SPECIFIC SERVICE (REQUIRES DESIGNING AND IMPLEMENTING BUS ONLY CORRIDORS - VERY EXPENSIVE); OR C) A COMPLETE OVERHAUL OF OUR CURRENT TRANSPORTATION SYSTEM INCORPORATING (IN PART) THE SUGGESTIONS IN QUESTION # 29 INSTEAD OF THE TYPICAL BANDAID FIX - AGAIN VERY EXPENSIVE. SINCE ANCHORAGE IS A VERY MOBILE COMMUNITY IT IS UNLIKELY THAT ANY OF THE PREVIOUS SUGGESTIONS WILL BE FAVOURED THUS THE BANDAID FIXES GO ON AND CONGESTION MULTIPLIES.</p> <p>GET BUSES TO PROVIDE CONVENIENT ROUTES FOR KIDS' AFTER SCHOOL ACTIVITIES ENCOURAGE STAGGERED WORK HOURS OFFER MORE INCENTIVES FOR CARPOOLING/USE OF PUBLIC TRANSPORTATION (CALCULATE THE ROAD MAINTENANCE COSTS AVOIDED) LOTS OF THE TRAFFIC ON NORTHERN LIGHTS (THROUGH MY NEIGHBORHOOD) IS COMMUTER TRAFFIC FROM AS FAR AWAY AS EAGLE RIVER AND WASILLA - CAN'T WE GET MORE RAPID SEPARATED TRANSPORATION FOR THOSE FOLKS? PROVIDE SAFE BIKE RACKS</p> <p>ONE DAY A YEAR HOST AN ALTERNATE TRANSPORTATION DAY CLOSE DOWN ONE OR TWO LANES OF MULDOON TRAFFIC AND HAVE A STREET FESTIVAL DEDICATED TO ALTERNATE FORMS OF TRANSPORTATION TO PROMOTE CLEAN AIR HEALTHY BODIES AND FRIENDLIER COMMUNITIES. INVITE AREA VENDORS AND SERVICE ORGANIZATIONS TO SET UP INFORMATION/SERVICE BOOTHS ADVERTISING THEIR COMMITMENT TO THE CAUSE.</p> <p>BRAGAW /ABBOTT LOOP IF BUILT SHOULD BE DESIGNED WITH PAVED PARKING AREAS NEAR TRAIL ACCESS POINTS SO PEOPLE COULD ENJOY THE PARK.</p> <p>CAN'T WAIT UNTIL ITS COMPLETED</p> <p>PEOPLE DRIVE...BUILD ROADS IMPROVE ROADS BUILD ROADS...IT'S SIMPLE IF YOU PUT YOUR MINDS TO IT.</p> <p>FAST TRAIN TRANSPORTATION FROM EAGLE RIVER AND VALLEY WITH STOPS DOWNTOWN MIDTOWN AND DIMOND AREA THAT WOULD CORRESPOND TO THE BUS SCHEDULES.</p> <p>WHILE I AM A STRONG SUPPORTER OF PARKS AND TRAILS IN THE ANCHORAGE AREA I DON'T BELIEVE WE SHOULD IGNORE THE ROAD NEED THAT IS PARTICULARLY CRITICAL TO MOVE PEOPLE FROM SOUTHEAST ANCHORAGE TO MIDTOWN (E.G. HOSPITALS UNIVERSITY AREA). THIS CONNECTION IS LONG OVERDUE.</p> <p>WE NEED BENCHES/COVERED AREAS BETWEEN BONIFACE AND E 20TH ALONG TUDOR.</p> <p>YES - FIRE ALL OF THESE SO CALLED TRAFFIC ENGINEERS THAT INSIST ON PURPOSELY NARROWING STREETS AND CONGEST TRAFFIC MOVEMENT. THERE WOULD NOT BE THE SO CALLED CUT THROUGH TRAFFIC PROBLEM IF THE TRAFFIC WERE ALLOWED TO MOVE COMPLETELY UNIMPEDED ON THE MAIN THROUGHFARES. BY STOPPING UP THE ALTERNATE ROUTES (I.E. THROUGH SUBDIVISIONS) FORCES ALL THE CONGESTIONS ONTO THE OVERWORKED ROADS, INCREASES THE RED LIGHT PUSHING AND LOOKING FOR THE OTHER WAYS AROUND THE MESS (LIKE DRIVING THE SHOULDER AND/OR MEDIAN). WE SHOULD ALSO HAVE A MINIMUM SPEED LIMIT ON ALL OF THESE MAIN ROADS THAT IS 5 MPH UNDER THE MAXIMUM - GET THESE SLOW POKES OUT OF THE WAY OF THE REST OF US THAT DO HAVE SOMEPLACE TO GO...AND PUSH FOR ENFORCEMENT.</p>
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YOU CAN ONLY BIKE FOR ABOUT FIVE MONTHS UNLESS YOU HAVE A DEATH WISH. NO ONE IS GOING TO WALK TO WORK IN THE WINTER AND ONLY IF YOU HAVE A COUPLE BLOCKS TO WALK.
HOW ABOUT MAKING CENTER LANE ONE WAY IN MORNING AND EVENING FOR AN HOUR? THIS WORKS WELL IN OTHER AREAS IS MUCH CHEAPER THAN NEW LANES. IT IS DIFFICULT TO CONNECT TO TRAIL SYSTEM FROM MUCH OF NE ANCHORAGE.
A CLOVELEAF INTERCHANGE AT O'MALLEY AND NEW SEWARD.... MINNESOTA DRIVE SHOULD BE A LIMITED ACCESS FREEWAY FROM TUDOR TO NEW SEWARD.
STOP FURTHER DEVELOPMENT UNTIL YOU HAVE ADEQUATE ROAD SYTEMS TO HANDLE THE TRAFFIC. I MOVED TO EAST ANCHORAGE IN 1980 AND THE ROAD SYSTEM WAS BETTER THEN THAN IT IS NOW BECAUSE THE ROAD SYTEM COULD HANDLE THE POPULATION/TRAFC. NOW THERE ARE PROBABLY 50K-80K MORE VEHICLES USING THE ROAD SYSTEM THAT HAS HAD MINIMAL IMPROVEMENTS. I FIND IT TROUBLING THAT WE HAVE STUDIED THE BRAGAW EXTENTION FOR 20 YEARS WITH NOTHING DONE EXCEPT THOUSANDS OF DOLLARS OF TAX MONEY BEING WASTED ON STUDIES. KUDOS TO SENATOR DONLEY FOR GETTING MONEY APPROPRIATED. LET'S HOPE THE ASSEMBLY & MAYOR DO THEIR PART TO GET THE BRAGAW EXTENTION DONE NOW & NO MORE STUDIES!!!
WE HAVE INTERCHANGES THAT ARE NOT CLOVERLEAFS (THEY HAVE TRAFFIC LIGHTS) SO THERE'S NO FLOW OFF/ON MAJOR HIGHWAYS. WE HAVE MANY MAJOR ROADS THAT JUST END -- LAKE OTIS AT MERRILL FIELD; BRAGAW AT THE UNIVERSITY; C STREET. OUR BIKE TRAIL CONNECTIONS ARE STYMIED BY NIMBY POLITICS. NO ONE HAS THE GUTS TO MAKE THE HARD DECISIONS. THIS IS THE CITY -- THE REST OF THE STATE HAS MILLIONS OF ACRES OF PARKLAND. WHY IS BICENTENNIAL PARK SO SACRED? IT'S STUPID AND SHORTSIGHTED.
BUILDING MORE ROADS AND CONNECTIONS ESPECIALLY PROPOSED BRAGAW EXTENSION IS A NON-STARTER. TRAFFIC FLOW MAY BE SOMEWHAT BETTER IN THE SHORT RUN BUT TRAVEL PATTERNS WILL ADJUST AND CONJESTION (TO THE EXTENT IT EXISTS) WILL RETURN. IN THE LONG RUN DEVELOPMENT NEEDS TO DENSIFY TO MAKE PUBLIC TRANSPORTATION MORE ATTRACTIVE. DEDICATED BIKE/WALKING TRAILS NOT ONLY IMPROVE TRANSPORTATION THEY ENCOURAGE PUBLIC HEALTH FITNESS AND APPRECIATION OF THE OUTDOORS.
NO
OBATIN LAND FROM MILITARY TO BY PASS ANCHORAGE ON EAST SIDE OF MULDOON TO CONNECT TO HILLSIDE DRIVE AND BY PASS ANCHORAGE. MAYBE THE MILITARY WOULD SWAP LAND FOR THE PROPERTY NEAR ARCTIC VALLEY.
NO BRIGAW EXTENTION. THIS WILL NOT BE EFFICIENT OR COST-EFFECTIVE. THERE IS TOO MUCH DIVERSE TERRAIN AND INDIRECT ROUTES IT WOULD HAVE TO TAKE IN ORDER FOR IT TO BE TIME SAVING. ALSO IT WILL PROBABLY NOT HELP DECONGEST THE INTERSECTION AT LAKE OTIS AND TUDOR.
INVESTIGATE SAFE ROUTES TO SCHOOL (WALKING/BIKING) PROGRAM (NPS RTCA IN BOSTON REGION) LINK HUMAN-POWERED TRANS. TO HEALTH -- CDC HAS \$\$ AND GREAT PUBLIC EDUCATION/OUTREACH RESOURCES PARTNER WITH HEALTH CARE INDUSTRY (MOSTLY IN E. ANC) TO DEMONSTRATE INTERMODAL TRANS. FOR STAFF AND PATIENTS
DESIGN INTERSECTIONS FOR HIGH VISIBILITY; TIME LIGHTS FOR SAFE CROSSING OF PEDS/BIKES INCLUDE BOTH SIDEWALKS & BIKE LANES - THIS SEPARATES COMMUTERS FROM FAMILIES W/STROLLERS & ENCOURAGES COMMUTING WHILE ELIMINATING CONFLICTS ON SIDEWALKS.
ENCOURAGE COMPANIES TO STAGGER WORK TIME TO DECREASE THE LEVEL OF TRAFFIC IN TOWN. IF THAT IS DONE THERE IS NO NEED FOR BIGGER ROADS
WE NEED TO PLAN ALL OF OUR MAJOR ROADS AS CLASS A (HIGH FLOW RATES AT PEAK COMMUTER TIMES. NO STOP/GO...) ROADS/HIGHWAYS BECAUSE ANCHORAGE WILL CONTINUE TO GROW. LETS NOT LEAVE THIS MESS TO OUR CHILDERN AND GRANCHILDERN.
BUY UP A LOT OF RIGHT-O-WAY ON MULDOON AND CLEAR OUT SOME OF THOSE MINIMALLS FOR A SEPERATED TRAIL. MULDOON NEEDS SOME SERIOUS ATTENTION!!!
CHANGE THE MINDSET OF ONE-PERSON-ONE-SUV BY THE WAY - THIS WAS NOT A SHORT SURVEY
INCREASE CAPACITY AT MAJOR INTERSECTIONS GIVE BIKERS CONTINUOUS TRAILS TO DOWNTOWN FROM EAST AND SOUTH DO COMPREHENSIVE TRAFFIC STUDY TO BASE FUTURE PLANS ON SOUND TECHNICAL DATA INTEGRATE CONSTRUCTION WITH COMMUNITY NEEDS TRAFFIC DATA AND COMMON SENSE VISION AND ELIMINATE POLITICAL BS.
EXPANSION OF ROADWAY LANES IS NOT THE SOLUTION. I KNOW OF NO ROADS WHERE CAPACITY IS AN ISSUE. IF BRAGAW IS CONSTRUCTED TO THE SOUTH OF TUDOR, WE SHOULD BE CERTAIN THAT ITS CONSTRUCTION IS BASED ON NEED AND NOT ON POLITICS. IF TRAFFIC FLOWS SMOOTHLY ONLY TO GET BOTTLENECKED AT LAKE OTIS AND TUDOR, THEN WE HAVE NOT SOLVED A PROBLEM. BRAGAW SHOULD NEVER BE EXTENDED NORTH OF TUDOR.
CONTINUE ZONING / DEVELOPING GREENBELTS. ELEVATE BRAGAW BYPASS THROUGH CAMPBELL AIRSTRIP TO MINIMIZE IMPACT AND REDUCE MAINTENANCE.
DON'T FORGET SOUTH AND WESTSIDE
EDUCATE THE PUBLIC. PERHAPS PSA'S IN THE MEDIA?
PROHIBIT THE STATE FROM PILING SNOW ON WALKWAYS. REQUIRE THAT ALL LANES BE CLEARED. SIGN INTERSECTIONS AS TO HOW MANY LANES THERE ARE WHEN MARKINGS CAN'T BE SEEN. CLEAR WHOLE STREET NOT JUST A NARROW CENTER LANE. CLEAR TURN LANES. KEEP BUS STOPS AND WALKWAYS CLEAR IN WINTER AND SWEEP IN SUMMER.
EAST ANCHORAGE IS ONE OF THE MOST POPULATED AREAS WITH THE LEAST AMOUNT OF ATTENTION TOWARD THE DEVELOPMENT OF WALKWAYS AND BIKE TRAILS. NEW EXPRESS THROUGHFARES FOR CROSS-TOWN TRAFFIC ROADS NEED TO BE PLANNED AND DEVLOPED NOW. ALL NEW AND IMPROVED ROADS MUST BE PLANNED WITH WIDER WALKWAYS AND BIKE PATHS.
MAINTAIN THE MULTI-USE PATHWAYS ESTABLISH LINKS BETWEEN THEM TO COVER THE BOWL. PROVIDE ON STREET BIKE LANES OR ADEQUATE SHOULDERS FOR BIKE COMMUTERS. EDUCATE THE COMMUNITY AS TO ALTERNATIVE TRANSPORTATION OPTIONS AND ENFORCE THE TRAFFIC REGULATIONS ON THE BOOKS TO RAISE THE LEVEL OF AWARENESS OF THE RESPONSIBILITY TO USE THE ROADS AND MULTI-USE PATHWAYS.
NOT RIGHT NOW BUT I'LL CONTINUE TO THINK ABOUT THIS AND WILL SHARE MY THOUGHTS AS NEEDED.
THE USE OF CUL-DE-SACS SUCH AS IN MOUNTAIN VIEW AND FAIRVIEW IS A GREAT WAY TO DEAL WITH NEIGHBORHOOD SECURITY. SLOWS DOWN TRAFFIC AND INCREASES SAFETY FOR OUR CHILDREN.
LOOK AT PROBLEMS IN EAST IN CONTEXT OF WHOLE CITY. WHERE CAN PROBLEMS IN EAST BE SOLVED BY SOMETHING DONE OUTSIDE OF THE STUDY AREA?
MULDOON NEEDS THE CARE THAT HAS BEEN GIVEN TO BRAGAW AND TO 15TH AVENUE. THE HOUSING SITUATION HAS BOOMED AND THE ROADS ARE NOT CONDUSIVE TO SAFE TRAVEL.
PLEASE BE SURE TO INCLUDE SEPERATED BIKE PATHS ALONG ALL NEW ROAD LINKS. I THINK WE COULD ENCOURAGE A LOT OF KIDS TO BIKE/WALK TO THE NEW HIGH SCHOOL IF THERE ARE GOOD PATHS ALONG ELMORE DEARMOUN RABBIT CREEK HUFFMAN ETC.
IT WOULD BE NICE TO BE ABLE TO GET TO PUBLIC AND OTHER MEETINGS AND GATHERINGS BY MASS TRANSIT. I SOMETIMES FEEL I'M FORCED TO USE MY CAR BECAUSE THE BUS DOESN'T GO WHERE I NEED TO GO IN THE TIME OR AT THE TIME I NEED TO GET THERE AND THEN GET HOME.
MORE SEPERATED SIDEWALKS AND TRAILS ARE NEEDED. CHILDREN SHOULD BE ALLOWED AND TAUGHT TO RIDE ON SIDEWALKS AWAY FROM CARS.
MINIMIZE SURFACE TRAFFIC BY PROVIDING AN ELEVATED THROUGH FREEWAY/HIGHWAY THAT HAS NO SIGNALS AND HAS EXITS AT KEY POINTS WITHIN TOWN (SUCH AS DOWNTOWN TUDOR/MINNESOTA TUDOR/LAKE OTIS NLB/C ST. ??). THIS WILL REDUCE SURFACE TRAFFIC MAKE TRAFFIC PURPOSE CONSISTANT (ELIMINATE THE MIX OF THROUGH TRAFFIC AND BUSINESS/SCHOOL SHOPPING TRAFFIC ON THE SAME ROADS) AND PROBABLY RESOLVE MANY OF THE CURRENT INTERSECTION CONGESTION PROBLEMS SPEEDING PROBLEMS PEDESTRIAN PROBLEMS AND OTHER TRAFFIC PROBLEMS. THIS FREEWAY/HIGHWAY WILL BE VERY EXPENSIVE & WILL PROBABLY BE UGLY BUT: IT WILL NEVER BE LESS EXPENSIVE. IT WILL EVENTUALLY BE REQUIRED (UNLESS THE CAR CEASES TO BE OUR PRIMARY MODE OF TRANSPORTATION) IT WILL REDUCE ACCIDENTS. LET'S KEEP THE SIDEWALKS CLEAR YEAR ROUND.
MOST OF OUR TRAFFIC IS TRYING TO GET TO DOWNTOWN MIDTOWN AND DIAMOND SHOPPING AND OFFICES. BUILDING BRAGAW OR OTHER NORTH/SOUTH ROADS ONLY PROVIDES A WAY FOR EAST/WEST TRAFFIC TO CUT THROUGH WHICH IN TURN CREATES BACK-UPS AT EVERY

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LIGHT. IF WE LOOK AT WHERE PEOPLE ARE TRYING TO GO WE WILL SEE THAT WE NEED TO BUILD A BYPASS THAT CONNECTS THE GLENN HWY. TO THE SEWARD HWY. WITH OFFRAMP STYLE ACCESS TO SECONDARY STREETS. PUSHING BRAGAW THROUGH WILL DIMINISH GREEN SPACE CREATE BAD INTERSECTIONS AND DO NOTHING TO SOLVE THE REAL PROBLEM OF GETTING THE PEOPLE TO THE MAJOR SHOPPING AND OFFICE AREAS. A BYPASS IS A LONG RANGE SOLUTION TO A PROBLEM THAT IS NOT GOING TO GO AWAY AS LONG AS ALASKAN'S CONTINUE TO DRIVE EVERYWHERE THEY GO.
I DID NOT BUY A HOUSE EAST OF MINNESOTA SPECIFICALLY BECAUSE OF COMMUTING CONGESTION. I DO NOT WANT THIS DAILY STRESS OF DEALING WITH OVER SATURATED TRAFFIC. SEWARD AND LAKE OTIS ARE CLOGGED. C STREET NEEDS TO BE EXTENDED. A NEW NORTH/SOUTH ARTERY IS NEEDED EAST OF LAKE OTIS (EXTEND BRAGAW). THERE ARE SOME GREAT EAST/WEST CORRIDORS GOING THROUGH EAST ANCHORAGE. THEY NEED TO BE UTILIZED MORE. THIS WILL BRING IN BUSINESSES. A COVERED AREA IN ALL THESE FOR-PAY PARKING LOTS DOWNTOWN. USING A FEW PARKING SPACES WITH BIKE RACKS WHERE WORKERS COULD SECURE THEIR BIKES DURING WORK. YOU WILL SEE MORE PEOPLE RIDE THEIR BIKES TO WORK IF THEY HAVE A PLACE TO PUT THEM ONCE THEY GET THERE.
I THINK I'VE HARPED ON IT ENOUGH ACTUALLY.
A FOOT/BIKE BRIDGE OVER BRAGAW AT THE HIGH SCHOOL WOULD BE HELPFUL.
DRIVING FROM THE MULDOON AREA TO DIMOND IN MY MIND IS LIKE DRIVING TO THE DARK SIDE OF THE MOON. A WELL PLANNED EASY TREK BETWEEN THE TWO AND ALL SIDES OF TOWN ARE NEEDED. THE NEW SEWARD IS GREAT! WITH THE HUGE TRAFFIC NEEDS FROM THE MILITARY EAGLE RIVER AND THE MAT-SU VALLEY ALONG WITH BOWL RESIDENTS TO THE DIMOND AREA (WAL-MART SPORTS AUTHORITY SAMS COSTCO K-MART COMP USA AND NOW BEST BUY) MAKE AN EXPRESSWAY ALONG THE HILLSIDE A MUST.
SAME AS ABOVE
ALWAYS CREATE THE ROADS AND TRAILS WITH THE NEIGHBORS IN MIND FIRST, TRAFFIC SECOND. THEY LIVE THERE...GET THEIR SUPPORT AND INPUT. REDUCE NOISE REDUCE THE # OF HEAVY EQUIPMENT TRAVELLING ON STREETS WITHOUT A PERMIT WITHOUT AN ESCORT. IF THE HEAVY EQUIPMENT OPERATOR MUST WEAR HEARING PROTECTION WHILE DRIVING ON THE STREETS HE IS ALSO OPERATING WITHOUT ALL OF HIS SENSES. THAT EQUIPMENT MUST BE TRAIERED TO OTHER JOBSITES. FINE THE OPERATORS. REQUIRE THEM TO HAVE CLEAN TIRES TOO. TOO MUCH MUD AND DEBRIS IS SLOPPED ON THE STREETS FOR OTHER CARS TO RUN OVER.
THERE ARE ABUNDANT PARKS AND WILDLIFE IN ANCHORAGE. IMPROVED ROADS ESPECIALLY THROUGH BICENTENNIAL PARK COULD BE A HELP TO REDUCING SIGNIFICANT CONGESTION.
REGARDING #30 ABOVE. CARS/VANS/TRUCKS COME AND GO FROM THIS SITE ALL HOURS OF THE DAY AND NIGHT. IT IS ALSO LOCATED ON A CURVE IN THE STREET, WHICH MAKES FOR HAZARDOUS CONDITIONS WITH ALL THE COMINGS AND GOINGS. WE DO NOT NEED MORE TRAFFIC ON OUR STREET. AS A HEALTH CARE PROVIDER I ALSO HAVE CONCERNS ABOUT WHETHER THIS HOME CAN REALLY HANDLE MORE PATIENTS-- SAFELY AND WELL.
ONLY OTHER THOUGHT IS MAKE SOME MEDIUM ROADS BIGGER AND OTHERS SMALLER. TUDOR ROAD FOR EXAMPLE SHOULD HAVE BEEN A CONTROLLED ACCESS BIG ROAD. NOW IT IS A MESS. MANY MEDIUM SIZE ROADS ARE OVERBUILT FOR CARS BUT DON'T CONSIDER PEOPLE (WALKING BIKING AESTHETICS). BETTER WOULD BE A BALANCE OF A FEW EFFICIENT BUFFERED CONTROLLED ACCESS ROADS (EAST WEST NORTH SOUTH ALL LINKED) WITH OTHER SCALED DOWN ROADS THAT ARE PEOPLE FRIENDLY.
TAKE A LONG LOOK AT PLANNING AND DO IT IN SPIITE OF NIMBY PROTESTS. APPROXIMATELY 40 YEARS AGO AN ANCHORAGE BY-PASS WAS SUGGESTED BUT VOTED DOWN. TOO BAD FOR US NOW. THE SEWARD HIGHWAY WIDENING WAS PROPOSED AT 4 LANES BUT PUBLIC SENTIMENT LIMITED IT. NOW IT WOULD BE TOO EXPENSIVE BUT THE POPULATION AND TOURISM HAVE MADE THE SEWARD HIGHWAY FRUSTATING AND DANGEROUS.
THE TUDOR-LAKE OTIS-NEW SEWARD AREA IS A BOTTLENECK BUT IS ONLY A PART OF THE TOTAL PICTURE AND A RUSH TO DESTROY PARK LAND TO ADD A ROAD IS FOOLHARDY. LOOK AT THE ENTIRE ANCHORAGE BOWL NOT JUST ONE SEGMENT AT A TIME. EAST ANCHORAGE IS PART OF THE WHOLE. BY THE WAY, YOU INCLUDE IN THIS SURVEY ALL THE WAY TO RABBIT CREEK ROAD BUT THIS IS NOT THE COMMON USAGE OF THE TERM EAST ANCHORAGE, AND THE NORTH AND SOUTH AREAS HAVE VERY DIFFERENT CONCERNS. I AM SURE YOUR RESPONSES AND RESULTS WILL NOT BE AN ACCURATE REFLECTION OF WHAT IS GOING ON. WHY NOT JUST THE WHOLE OF THE ANCHORAGE BOWL?
\$500 FINE FOR BIKES ON ROADWAY WHILE BIKE PATH IS ADJACENT AND WITHIN 20 FEET AWAY.
ONLY THE UNEMPLOYED CAN AFFORD TO WASTE THE TIME OF DAY TO TAKE A TIME CONSUMING BUS RIDE.
PUBLIC TRANSPORTATION AND ALTERNATIVE MODES NEED TO BE MORE FULLY EXPLORED. WE NEED TO REDUCE TRAFFIC POLLUTION ENVIRONMENTAL DEGRADATION AND IMPROVE THE QUALITY OF LIVING IN ANCHORAGE BY MAKING IT POSSIBLE TO USE TRAILS AND ALTERNATIVE TRANSPORTATION IN CREATIVE WAYS.
STUDY HOW OTHER NORTHERN CITIES (I.E. THOSE WITH SNOW AND WINTER) HELP THEIR CITIZENS USE PUBLIC TRANSPORTATION YEAR-ROUND.
MORE SIDEWALKS AND TURN ON THE LIGHTS IN EVENINGS. WE HAVE THE LIGHTS BUT ARE NOT TURNED ON.
HEALTH AND SAFETY SHOULD BE EMPHASIZED. ALONG WITH THIS CIVIC INVOLVEMENT IS IMPORTANT. PEOPLE MUST UNDERSTAND THAT WE LIVE IN A CLOSE-KINT COMMUNITY AND WHAT I DO AFFECTS WHAT OTHERS DO AND WE ALL MUST GIVE INPUT INTO STUDIES LIKE THESE. YOUR COMMUNITY INVOLVEMENT PART OF THIS STUDY WILL MAKE OR BREAK YOUR PLANNING AND IMPLEMENTATION PROCESS.
FOCUS ON THE DEMAND GENERATED BY THE UNIV PROVIDENCE HOSPITAL AND THE NATIVE HOSPITAL.
MORE FREQUENT MARKING OF ROADS FILL POTHOLES AND ROUGH SURFACE REPAIR SWEEP PATHS EVERY NOW AND THEN
INCLUDE ALL MODES OF TRANSPORTATION IN THE PLAN EQUALLY - MANY PEOPLE DO NOT HAVE CARS AND ONLY GET AROUND BY BUS OR WALKING.
BIKE PATHS ARE GOOD - IF CLEARED THEY CAN BE USED SUMMER AND WINTER. ROADS ARE EVEN BETTER - THEY TAKE A LONG TIME TO PLAN AND BUILD AND WE ARE WAY BEHIND THE POWER CURVE.
DO A PLAN/STUDY ON THE CONGESTION OF THE MULDOON AREA AROUND THE GLENCAREN TRAILER PARK. NEWER HOUSING AREAS ON WEST SIDE OF MULDOOL BETWEEN THE POST OFFICE & E. 20TH HAS CAUSED TRAFFIC CONGESTION AND PROBLEMS ENTERING STREET FROM SIDE ROADS. NOW NEW CONSTRUCTION GOING ON NEAR ENTRANCE TO TRAILER PARK. WHEN BUILT WILL ADD TO THE PROBLEMS OF PULLING ONTO MULDOON RD EXCESSIVE ACCIDENTS IN THAT GENERAL AREA ETC.
THE PUBLIC WILL SUPPORT ALMOST ALL GOOD ENVIRONMENTALLY SOUND PLANNING EFFORTS IF THEY ARE GIVEN ENOUGH TIME AND INFORMATION TO MAKE AN INFORMED CHOICE. GET PEOPLE USED TO THE IDEA OF THINKING OUTSIDE THE BOX AND COMING UP WITH COMPROMISES THAT ARE BOTH GOOD FOR MOBILITY AND THE ENVIRONMENT/LIVABILITY/HEALTH OF ANCHORAGE?
LOOK TO EUROPEAN CITIES TO SEE HOW THEY DEAL WITH THEIR PUBLIC TRANSPORTAION ISSUES AS WELL AS BUILDING DEVELOPMENT TO SEE HOW THEY MOVE AND HOUSE THEIR CITIZENS AND BUSINESSES TO PREVENT SPRAWL AND MAKE PUBLIC TRANSPORTATION THE PREFERRED MEANS OF GETTING AROUND.
THE ONLY REAL HIGHWAY (ROUTE 1 - THE SEWARD HIGHWAY) SHOULD CONNECT DIRECTLY TO THE ONLY MAJOR ENTRY ROAD TO THE INTERNATIONAL AIRPORT. IT'S SILLY TO HAVE PEOPLE (ESPECIALLY THOSE NEW TO THE AREA OR VISITORS) WANDERING AROUND SIDE ROADS TO GET FROM ROUTE 1 TO INTERNATIONAL AIRPORT ROAD.
CONTROLLED ACCESS ROADS IS THE KEY FOR THE FUTURE
INCREASE THE SNOW REMOVAL BUDGET AND GET THE PLOWS BACK OUT ON THE ROAD WEEKENDS/NIGHTS/HOLIDAYS. CUT SOME OTHER PROGRAM IF NECESSARY. CAR ACCIDENTS ARE WAY UP SINCE THE SNOW REMOVAL BUDGET WAS REDUCED.
BUILD A TRANSIT SYSTEM AND ENCOURAGE USE. DISCOURAGE SINGLE OCCUPANCY OPERATED VEHICLE TRAVEL AND PEAK HOURS. SLOWING TRAFFIC DOWN WILL ENCOURAGE TRANSIT USAGE.
CREATE A NORTH/SOUTH PATHWAY WITH NO COMMERCIAL OR HOUSING ACCESS CLOSER TO THE MOUNTAINS THUS BYPASSING THE MULDOON/TUDOR OR GLENN HIGHWAY STOPPING PROBLEMS.

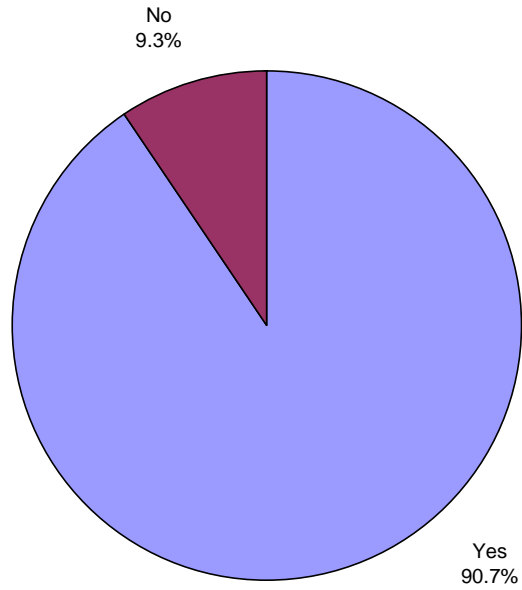
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GETTING PEOPLE THROUGH BIG INTERSECTIONS FASTER IS NOT A SOLUTION TO ANYTHING IT MERELY SHIFTS THE PROBLEMS TO OTHER INTERSECTIONS AND MAKES THE ACCIDENTS AND INJURIES MORE BRUTAL.
WHERE DO I BEGIN - MAYBE A SEPERATE LANE FOR CARPOOL AND BUSES CITY NEEDS TO COME OUT OF THE LAST FRONTIER MODE AND GROW WITH THE OVER CROWDED CITY. IT ISN'T GOING TO GET ANY SMALLER HERE IN ANCHORAGE
MULDOON/TUDOR IS PROBABLY THE WORST ROAD IN TOWN AND I AVOID IT LIKE THE PLAGUE. IT'S CONGESTED UNATTRACTIVE AND NEEDS TO BE FIXED.
THE TRAFFIC IN ANCHORAGE IS VERY AGGRESSIVE. THERE IS LITTLE ENFORCEMENT OF TRAFFIC LAW. MAKE THE STREETS AND TRAILS SAFER FOR PEDESTRIAN/BIKE TRAVEL AND I BELIEVE MORE PEOPLE WILL WALK. WALK ALONG TUDOR AT 5:00 PM AND GET A FEEL FOR THE PEDESTRIANS VIEW. TRY AND CROSS THE BUSY INTERSECTIONS ON A BIKE.
MORE TRAILS...
CONTINUE WITH REPAVING AND WIDENING STREETS SUCH A DIFFERENCE ON THE FLOW OF TRAFFIC CREATE BETTER TURNING LANES. ON 2 LANE MAIN STREETS (LIKE TURPIN OR BAXTER OR ABBOTT LOOP) ADD MIDDLE LANE FOR TURNING WILL IMPROVE FLOW. ONE THING I HAVE NOTICE ON 2 LANE TURNING SOME OF THESE LANES ARE NOT CLEARLY MARKED AND ON OCCASSION HAVE ALMOST BEEN HIT BY OTHER TURNING TRAFFIC IN THE LANE NEXT TO ME. SIDEWALKS AND BIKE TRAILS A MUST ON ALL BUSY STREETS. SIDEWALKS ON ALL STREETS. THE NEW TRAFFIC PATTERN ON DIMOND AND NEW SEWARD GREAT! HAS IMPROVED TREMENDOUSLY. MORE INNOVATING THINKING LIKE THAT! TAKING DOWLING ALL THE WAY TO MULDOON WOULD BE A GREAT IDEA. EXTEND MULDOON BAXTER BONIFACE BRAGAW ALL THE WAY TO O'MALLEY IF POSSIBLE.
EXPANDED BIKE TRAIL SYSTEM
NOTHING IS GOING TO IMPROVE AS LONG AS PEOPLE HAVE A LOVE AFFAIR WITH THEIR CARS AND THAT AIN'T GONNA CHANGE. THIS TOWN IS GOING TO JUST KEEP GROWING AND THE NUMBER OF CARS IS GOING TO KEEP INCREASING. WE CAN TALK ABOUT MASS TRANSIT BUT THAT ISN'T GOING TO HAPPEN EITHER. IF WE COULD JUST DO SOMETHING ABOUT THE NUMBER OF CARS BUT THAT IS PART OF OUR SOCIETY. I MEAN LOOK AT THE LATEST EDITION OF THE PARADE MAGAZINE. OUR VEHICLES DEFINE US. WE WILL NEVER GIVE THEM UP SO JUST LIVE WITH WHAT THAT DOES TO US. IT GIVES US CROWDED STREETS NOT ENOUGH STREETS AND TRAFFICE CONGESTION. I GUESS JUST PAVE ALL THE PARKS OVER AND WE CAN DRIVE OUR GAS-GUZZLING BEHEMOTHS THERE.
NEED TO DEVELOP INCENTIVES TO GET PEOPLE OUT OF THEIR CARS - ECONOMIC/TIME/ETC. THERE IS NO CURRENT OVERALL REASON FOR ME TO USE PUBLIC TRANSPORTATION. IT IS STILL CHEAPER AND EASIER AND FASTER FOR ME TO USE MY CAR TO GET WHERE I NEED TO GO.
I FOUGHT THE EAST-CITY BYPASS A LONG TIME AGO. I WOULD HATE TO HAVE TO BEGIN FIGHTING THAT AGAIN. IF NEED BE I WILL ALONG WITH A NUMBER OF PEOPLE ON THE EAST SIDE THAT STILL LIVE HERE AND FOUGHT THAT BATTLE. THIS BYPASS WOULD RUIN THE DOG RACING AREAS, CROSS COUNTRY SKIING AREAS, TAKE A HUGE HUNK OF LAND OUT OF OUR PARK, AND DOWNGRADE HOUSING VALUES EAST OF MULDOON. ALLOWS A HANDFUL OF DEVELOPERS TO MAKE MILLIONS AND CREATE NOISE AND DUST POLLUTION.
PEOPLE DRIVE CARS ESPECIALLY IN ANCH. NOT ENOUGH PEOPLE FOR TRAINS. BUILD SOME NEW HIGHWAYS. NOTHING NEW SINCE 1968.
PERHAPS A BYPASS OR ACCESS RD FROM THE NEW SEWARD UP TO HILLSIDE DRIVES WITH MULTIPLE RAMPS O'MALLEY HUFFMAN ABBOTT LP....
AT LEAST FILL IN THE MISSING LINKS
PROJECTS SUCH AS THE RECENTLY COMPLETED WIDENING OF OLD SEWARD FROM DOWLING TO DIMOND AND THE IN-PROGRESS DOWLING UPGRADE WOULD SEEM TO OFFER THE OPPORTUNITY TO BURY THE OVERHEAD UTILITIES TO IMPROVE THE VIEW AND THE GENERAL AESTHETICS OF ANCHORAGE. RELOCATING THE UGLY UTILITIES UNDERGROUND WHERE POSSIBLE AND FEASIBLE WOULD HELP OPEN UP SOME OF OUR MOST VISIBLE VIEWS TO THE EAST. A VIEW THAT A 100,000 TOWNS ACROSS THE U.S. WOULD DIE FOR! IT'S A SHAME TO HIDE THAT VIEW BEHIND POWER POLES AND WIRES IF IT IS NOT ABSOLUTELY REQUIRED. DRIVING EASTBOUND FROM OLD SEWARD ON DOWLING OFFERS INCREDIBLE VIEWS OF THE CHUGACH. ALL BUT RUINED BY MASSIVE UTILITY POLES AND WIRES. LET'S SHOW OFF OUR ALL AMERICAN VIEWS NOT HIDE THEM!
I NEED SOME REMEDY FOR THE NOISE IN MY BACK YARD. IT COMES FROM NORTHERN LIGHTS BLVD.
MOVING TO THIS CITY ABOUT 1.5 YEARS AGO IT BECAME INSTANTLY APPARENT THAT THE ONLY WAYS TO GET AROUND IS ON THE MAJOR THOROUGHFARES. THERE ARE NO SHORT CUTS ANYWHERE. MANY NEIGHBORHOODS HAVE ONLY ONE-WAY IN AND OUT. THIS IS NUTS AND A WASTE OF THE CURRENT ROAD SYSTEM. MOST OF THE ROADS IN ANCHORAGE GO ALMOST THROUGH THEN DEAD END. WHAT A WASTE OF ASPHALT. WOULD TRAFFIC BE POSSIBLE IN NEWLY CONNECTED NEIGHBORHOODS YES? IT COULD BE CONTROLLED WITH LOWER SPEED LIMITS. IF THE CITY AS A WHOLE WERE REDESIGNED TO ALLOW MORE NEIGHBORHOOD PASSAGES, ETC., AT LEAST THERE WOULD BE AN ALTERNATIVE TO BLOCKED TRAFFIC. FORCING ALL TRAFFIC TO A FEW MAJOR THOROUGHFARES CAUSES THE CONGESTION. THEN TO TOP IT OFF BUSINESSES THAT WE ARE TRYING TO ACCESS ARE LOCATED ON THE CROSSTOWN THOROUGHFARES AND WE MUST ATTEMPT A U-TURN SOMEWHERE TO ACCESS THESE BUSINESSES. DID THIS CITY EVER HEAR OF TURN LANES ETC? I'VE NEVER VISITED ANOTHER COLD CLIMATE CITY WITH SUCH RESTRICTED UNUSABLE TRAFFIC ROAD SYSTEMS. ST. PAUL, MN; SEATTLE, WA; AND CHICAGO, ILL HAVE BETTER TRAFFIC FLOW AND DESIGN THAN HERE. SOMETIMES IT SEEMS THIS STATE WAS DESIGNED ON THE ONE ROAD SYSTEM. ONLY ONE ROAD IS NEEDED TO EACH AREA. ALL OTHERS ARE BLOCKED TO THE FLOW. JUST LIKE THE SEWARD HIGHWAY, ETC. ONE CRASH, ETC. AND WE HAVE NORMALLY A HUGH LONG TERM BLOCKAGE DUE TO NO ALTERNATES.
FRONTAGE ROAD TOWARDS MULDOON PUT IN A BIKE TRAIL. HAVE VISABLE SIGNS OF SPEED LIMIT ON THAT FRONTAGE ROAD. ENFORCE THE LAW I.E., CARS PARKING IN THE RESIDENTIAL AREAS FOR MORE THAN 24 HOURS. ABANDONED CARS BEING LEFT IN THE ROADS. CARS PARKED THE WRONG WAY. REINFORCE TO DRIVERS TO USE THEIR BLINKERS IF THEY DON'T CITE THEM PLUS DANGEROUS SWITCHING OF LANES WITHOUT SIGNALS. A LOT OF LAWS ARE NOT BEING ENFORCED FOR CARELESS DRIVING.
GIVE COMMUTERS MORE INFO ABOUT RUSH HOUR TRAFFIC PATTERNS SO THEY CAN CHANGE BEHAVIORS- IE AV MPH ON NEW SEWARD @DOWLING 5 MPH AT 8:00 AM 40 MPH AT 8:10 OR LAKE OTIS/TUDOR WAIT TIME X MINUTES AT 4:30 X-10 AT 4:20- HIGH TRAFFIC TIMES SEEM TO BE VERY SHORT AND VERY DEFINED.
I DON'T WANT THE BRAGAW EXTENSION BECAUSE IT WOULD RUIN EXCELLENT WALKING (FREE) SKIING AND MOUNTAIN BIKING ALL FREE TO USERS. WE NEEDED TO ENCOURAGE PEOPLE TO GET OUTSIDE AND GET HEALTHY. I WORK EVERY CLOSE TO MY HOME YET IT TAKES ME 12 MINUTES TO GET THERE BECAUSE THE LIGHTS ON AIRPORT HEIGHTS ARE RANDOM. ALSO THERE NEEDS TO BE A 4 WAY STOP AT ALDER AND E. 16.
DON'T INTERFERE WITH THE GREEN SPACES AROUND THE CAMPUS AND MEDICAL UNIT. KEEP A HOME FOR THE WILDLIFE IN THE AREA ROAD FREE. EXTEND MULDOON OR BONIFACE RATHER THAN BRAGAW.
NO
NONE OF OUR FRIENDS OR ASSOCIATES EVER USE OR WOULD EVER USE PUBLIC TRANSIT BIKES OR LEGS FOR DAY-TO-DAY TRANSPORTATION NEEDS. THESE MODES ARE FOR IDEALISTS AND FOLKS WITHOUT FAMILIES AND KIDS ACTIVITIES. THEY ARE NOT REALISTIC ALTERNATIVES TO PRIVATE VEHICLES AND YOU WILL NEVER GET THE VAST MAJORITY OF ANCHORAGE'S RESIDENTS TO GIVE UP OUR VEHICLES AND START RIDING BUSES TO CARRS AND HOCKEY PRACTICE AND BUSINESS MEETINGS.
I AM AGAINST EXTENDING BRAGAW TO ABBOTT RD. I DO NOT FEEL IT WOULD HELP SOLVE THE PROBLEM OF LK OTIS AND TUTOR. I THINK IT WOULD CAUSE MORE PROBLEMS AS IT BRINGS MORE TRAFFIC INTO RESIDENTIAL AREAS. IF THE CITY HAD DONE IT'S HOMEWORK YEARS AGO BEFORE THEY LET THE STRIP MALL BE BUILT AT LK OTIS AND TUTOR WE COULD HAVE AT LEAST HAD A PARTIAL CLOVERLEAF AND ELIMINATED SOME OF THE PROBLEM. SO IF INDEED BRAGAW EVER GETS PUSHED THROUGH PLEASE CONSIDER CLOVERLEAVES AT THE MAJOR INTERSECTIONS. YOU KNOW THEY WORK WELL IN ALL THE MAJOR CITIES I JUST DON'T UNDERSTAND WHY WE REFUSE TO BUILD THEM HERE.
A LOT OF THE VALLEY COMMUTERS THAT JAM UP TUDOR AND GLEN COULD BE REMOVED BY A KNIK ARM CROSSING. MOVE ANCHORAGE INT'L AIRPORT WITH ALL OF ITS INFRASTRUCTURE ACROSS THE INLET TO GET INCOMING NON-ANCHORAGE FREIGHT OFF OF ANCHORAGE STREETS. PROVIDE CRUISE SHIP DOCKING IN ANCHORAGE TO GET 100'S OF TOUR BUSES OFF THE SEWARD HIGHWAY.
ROAD CONNECTIVITY AND BYPASSES MAY HELP IN LOWERING DISCOURTEOUS DRIVERS.

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MAKE FUTURE DEVELOPMENTS CONSIDER TRANSPORTATION PROBLEMS THEY ARE CREATING. STOP TREATING OUR PARKS AND GREEN SPACES AS FREE LAND FOR ROAD AND HIGHWAY DEVELOPMENT.
LEAVE BICENTENNIAL PARK ALONE - IT AND KINCAID PARK ARE THE REASONS I LIVE IN ANCHORAGE.
PLEASE LOOK AT ADDING A TRAFFIC LIGHT AT E32ND AND MULDOON. IT IS QUITE DANGEROUS.
NEED TO DO TRUE O&D STUDIES THAT SHOW WHERE PEOPLE GO INSTEAD OF ASSUMING A NEW ROAD (LIKE BRAGAW) WILL MEET THE DEMAND TO REDUCE CONGESTION. DUMPING TRAFFIC ON TUDOR WILL NOT SOLVE AN ALREADY CONGESTED AREA AND FORCING THE ROAD NORTH THROUGH THE UAA/MED AREA IS NOT ACCEPTABLE ACCORDING TO THE UAA/MED NEIGHBORHOOD PLAN. CONSIDER SOMETHING OTHER THAN A NEW ROAD TO SOLVE PROBLEMS BECAUSE STUDIES OUTSIDE HAVE SHOWN THERE IS NO DIFFERENCE BETWEEN CONGESTION 10 YRS AFTER BUILDING A ROAD OR NOT BUILDING. CONSERVE SCARCE FUNDS BY NOT BUILDING MORE ROADS. INCREASE TRANSIT AND COMPACT LAND USE WITH INFILL AND REDEVELOPMENT AND USE OF MORE PARKING GARAGES
FULLY DEVELOPED XC SKI AND BIKE TRAILS AREA WIDE.
PROVIDE ON SURFACE MEANS TO CROSS WIDE ROADS – I.E., CENTER MEDIANS (PLANTED). OVERHEAD WALKWAYS ARE TOO INCONVENIENT BUT ROADS LIKE TUDOR ARE IMPOSSIBLE TO CROSS ON FOOT. PROVIDE MORE PEDESTRIAN WALKWAY ZONES TO CROSS MAJOR STREETS. (MID BLOCK). REQUIRE AUTOMOBILES TO STOP FOR PEDESTRIANS IN A WALKWAY ZONE. PROVIDE MULTIPLE CONNECTING STREETS THROUGH NEIGHBORHOODS. PROVIDE MORE STREET LANDSCAPING. GET RID OF TRAFFIC AND LIGHT CONTROL BOXES LOCATED IN THE SIDEWALKS (PUT IN UNDERGROUND VAULTS OR IN EASEMENTS). UNDERGROUND UTILITY OVERHEAD LINES
A ROAD BEHIND CHUGACH FOOTHILLS TO BYPASS ANCHORAGE.
I KNOW THAT SAND IS ESSENTIAL FOR
ANCHORAGE COMMUNITIES AND SHOPPING AREAS ARE TOO SPREAD OUT FOR ADAQUATE PUBLIC TRANSPORTATION (ESPECIALLY WHEN YOU CONSIDER THE HILLSIDE AND FAR SOUTH ANCHORAGE) UNLESS YOU TRIED TO BUILD AN ELEVATED TRAIN SYSTEM, WHICH WOULD BE UNBELIABLY EXPENSIVE. PEOPLE ARE GOING TO USE CARS AND THE ONLY WAY THAT WILL REALLY ALEVIATE CONGESTION IS A TRUE FREEWAY SYSTEM. WE ARE GOING TO NEED IT SOON (WE DO ALREADY) SO WE NEED TO GET GOING ON IT NOW. ALL OTHER OPTIONS ARE ABOUT AS USEFUL AS A BAND-AID ON A GAPING HEAD WOUND. IT WILL WASTE MONEY AND WON'T SOLVE THE REAL PROBLEM.
GETTING THE LIGHTS IN A SEQUENCE TO MATCH THE SPEED LIMITS ON MULDOON AND TUDOR
BETTER TRAILS AND LIGHTING. MORE SIDEWALKS. A FREEWAY TO GET PEOPLE FROM WEST ANCHORAGE TO THE GLENN HIGHWAY. I DON'T WANT ANCHORAGE TO BECOME LIKE TUCSON AZ WITH DOZENS OF OVERCROWDED ARTERIAL STREETS AND A SEVERE LACK OF HIGH VOLUME FREEWAYS. THERE ARE DRAWBACKS TO FREEWAYS BUT A CITY NEEDS HIGH VOLUME TRAFFIC CARRIERS.

Question 33: Would you be willing to take another short survey like this one in the future as issues arise?



	RESPONSE TOTAL
Yes	224
No	23
Total Respondents	247
Skipped this Question	92

Summary Table

WHERE DO YOU LIVE?	
ANCHORAGE BOWL	310
CHUGIAK/EAGLE RIVER	14
MAT-SU VALLEY	5
ELSEWHERE IN ALASKA	1
OUTSIDE OF ALASKA	5
TOTAL RESPONDENTS	335
SKIPPED THIS QUESTION	4
WHAT IS YOUR AGE?	
5 YEARS TO 15 YEARS	1
16 YEARS TO 25 YEARS	11
26 YEARS TO 40 YEARS	94
41 YEARS TO 65 YEARS	200
66+ YEARS	11
TOTAL RESPONDENTS	317
SKIPPED THIS QUESTION	22
WHAT IS THE BEST THING ABOUT ANCHORAGE?	
TOTAL RESPONDENTS	289
SKIPPED THIS QUESTION	50
WHAT IS THE WORST THING ABOUT ANCHORAGE?	
TOTAL RESPONDENTS	288
SKIPPED THIS QUESTION	51
WHAT KIND OF NEIGHBORHOOD DO YOU LIVE IN?	
GRID-TYPE STREET NETWORK	129
CURVILINEAR STREETS WITH CUL-DE-SACS	164
I DON'T KNOW	12
TOTAL RESPONDENTS	305
SKIPPED THIS QUESTION	34
WHAT KIND OF NEIGHBORHOOD DO YOU TYPICALLY PREFER?	
GRID-TYPE STREET NETWORK	80
CURVILINEAR STREETS WITH CUL-DE-SACS	150
NO PREFERENCE	73
TOTAL RESPONDENTS	303

SKIPPED THIS QUESTION	36
WHAT IS YOUR PRIMARY MODE OF TRANSPORTATION?	
AUTOMOBILE	288
PEOPLE MOVER BUS	5
CARPPOOL/VANPOOL	3
BICYCLE	4
WALKING	1
OTHER (PLEASE SPECIFY)	2
TOTAL RESPONDENTS	303
SKIPPED THIS QUESTION	36
WHAT IS YOUR SECONDARY MODE OF TRANSPORTATION?	
AUTOMOBILE	53
PEOPLE MOVER BUS	24
CARPPOOL/VANPOOL	13
BICYCLE	79
WALKING	110
OTHER (PLEASE SPECIFY)	17
TOTAL RESPONDENTS	296
SKIPPED THIS QUESTION	43
APPROXIMATELY HOW MANY MILES (ONE WAY) IS YOUR COMMUTE TO WORK/SCHOOL?	
1-5 MILES	126
6-10 MILES	118
11-15 MILES	32
16-20 MILES	8
21+ MILES	11
TOTAL RESPONDENTS	295
SKIPPED THIS QUESTION	44
APPROXIMATELY HOW LONG DOES IT TAKE (ONE WAY) TO GET TO WORK/SCHOOL IN THE MORNING?	
1-10 MINUTES	78
11-20 MINUTES	111
21-30 MINUTES	83
31-40 MINUTES	17
41-60 MINUTES	3
61+ MINUTES	3
TOTAL RESPONDENTS	295
SKIPPED THIS QUESTION	44

AS A USER OF THE ANCHORAGE TRANSPORTATION SYSTEM WHAT IS YOUR COMMUTE ORIGIN (CLOSEST INTERSECTION TO YOUR HOME) AND COMMUTE DESTINATION (NEAREST INTERSECTION TO WORK OR SCHOOL)?	
COMMUTE ORIGIN (NEAREST INTERSECTION)?	286
COMMUTE DESTINATION (NEAREST INTERSECTION)?	278
TOTAL RESPONDENTS	286
SKIPPED THIS QUESTION	53
WHICH INTERSECTIONS LISTED BELOW DO YOU GO THROUGH ON YOUR COMMUTE TO WORK OR SCHOOL (PLEASE CHECK ALL THAT APPLY)?	
LAKE OTIS AND TUDOR	86
NEW SEWARD AND BENSON	54
NEW SEWARD AND NORTHERN LIGHTS	73
BONIFACE AND NORTHERN LIGHTS	45
THE GLENN HIGHWAY AND AIRPORT HEIGHTS	27
NEW SEWARD AND FIREWEED	45
OLD SEWARD AND DIMOND	16
THE GLENN HIGHWAY AND BRAGAW	29
TOTAL RESPONDENTS	206
SKIPPED THIS QUESTION	133
DOES YOUR JOB REQUIRE YOU TO SPEND A LARGE PART OF YOUR DAY DRIVING AROUND ANCHORAGE?	
YES	4
NO	254
IF YES WHAT IS YOUR OCCUPATION?	46
TOTAL RESPONDENTS	304
SKIPPED THIS QUESTION	36
BASED ON YOUR EXPERIENCE AS A USER OF THE ANCHORAGE TRANSPORTATION SYSTEM DO YOU BELIEVE THAT TRAFFIC CONGESTION IS A PROBLEM IN EAST ANCHORAGE?	
YES	249
NO	53
TOTAL RESPONDENTS	302
SKIPPED THIS QUESTION	37
BASED ON YOUR EXPERIENCE AS A USER OF THE ANCHORAGE TRANSPORTATION SYSTEM PLEASE LIST AND RANK UP TO FIVE OF THE MOST CONGESTED INTERSECTIONS OR ROAD SEGMENTS.	
MOST CONGESTED (1)	230
SECOND MOST CONGESTED (2)	222
THIRD MOST CONGESTED (3)	205
FOURTH MOST CONGESTED (4)	169
FIFTH MOST CONGESTED (5)	146

TOTAL RESPONDENTS	231
SKIPPED THIS QUESTION	108
WHEN DRIVING PLEASE LIST THE INTERSECTION OR ROADWAY THAT YOU MOST AVOID TRAVELING ON AND BRIEFLY DESCRIBE WHY YOU AVOID IT AND WHAT ALTERNATE ROUTE YOU USE INSTEAD.	
INTERSECTION OR ROADWAY AVOIDED MOST?	218
REASON?	208
ALTERNATE ROUTE USED?	208
TOTAL RESPONDENTS	218
SKIPPED THIS QUESTION	121
HAVE YOU USED PUBLIC TRANSPORTATION IN THE PAST YEAR?	
YES	81
NO	213
TOTAL RESPONDENTS	294
SKIPPED THIS QUESTION	45
DO YOU FREQUENTLY (MORE THAN 2 TIMES PER WEEK) USE PUBLIC TRANSPORTATION TO GET TO ANY OF THE FOLLOWING DESTINATIONS: SCHOOL (FOR YOU OR YOUR CHILD[REN]), MEDICAL REASONS, CHURCH, SHOPPING, WORK, RECREATION, VISIT NEIGHBOR/FRIEND?	
YES	14
NO	70
TOTAL RESPONDENTS	84
SKIPPED THIS QUESTION	255
WHAT IS YOUR PRIMARY PUBLIC TRANSPORTATION DESTINATION?	
SCHOOL (FOR YOU OR YOUR CHILD[REN])	5
MEDICAL REASONS	3
CHURCH	0
SHOPPING	12
WORK	22
RECREATION	10
VISIT FRIENDS	1
OTHER (PLEASE SPECIFY)	22
TOTAL RESPONDENTS	75
SKIPPED THIS QUESTION	264
WHAT ARE THE BIGGEST BARRIERS TO USING PUBLIC TRANSPORTATION IN ANCHORAGE (PLEASE CHECK ALL THAT APPLY)?	
HIGH SPEED STREETS	20
WIDE STREETS	7
DARKNESS/LACK OF LIGHTING	51

COLD/WINTER CONDITIONS	114
ICE AND SNOW OBSTACLES	95
POOR MAINTENANCE OF EXISTING ROUTES	24
MISSING LINK IN TRAIL SIDEWALK OR STREET	57
DOES NOT GO WHERE I NEED TO GO	124
DOES NOT RUN FREQUENTLY ENOUGH	146
REQUIRES TOO LONG A WALK	85
REQUIRES TOO MANY TRANSFERS	106
OTHER (PLEASE SPECIFY)	95
TOTAL RESPONDENTS	281
SKIPPED THIS QUESTION	58
WHICH OF THE FOLLOWING MIGHT ENCOURAGE YOU TO USE PUBLIC TRANSPORTATION MORE (PLEASE CHECK ALL THAT APPLY)?	
BUS STOP NEAR MY HOME	82
MORE CONVENIENT ROUTES	123
MORE FREQUENT BUS SCHEDULE	123
FASTER ROUTES	101
OTHER (PLEASE SPECIFY)	82
TOTAL RESPONDENTS	253
SKIPPED THIS QUESTION	86
HAVE YOU USED WALKING OR BIKING AS A MODE OF TRANSPORTATION IN THE PAST YEAR?	
YES	232
NO	55
TOTAL RESPONDENTS	287
SKIPPED THIS QUESTION	52
DO YOU FREQUENTLY (MORE THAN 2 TIMES PER WEEK) WALK/BIKE TO ANY OF THE FOLLOWING DESTINATIONS: SCHOOL (FOR YOU OR YOUR CHILD[REN]), MEDICAL REASONS, CHURCH, SHOPPING, WORK, RECREATION, VISIT NEIGHBOR/FRIEND?	
YES	154
NO	77
TOTAL RESPONDENTS	231
SKIPPED THIS QUESTION	108
WHAT IS YOUR PRIMARY WALKING/BIKING DESTINATION?	
SCHOOL (FOR YOU OR YOUR CHILD[REN])	6
MEDICAL REASONS	3
CHURCH	0
SHOPPING	14
WORK	15

RECREATION	157
VISIT NEIGHBOR	18
OTHER (PLEASE SPECIFY)	16
TOTAL RESPONDENTS	229
SKIPPED THIS QUESTION	110
WHEN WALKING OR RIDING YOUR BICYCLE PLEASE LIST THE INTERSECTION ROADWAY OR TRAIL SEGMENT THAT YOU MOST AVOID TRAVELING ON AND BRIEFLY DESCRIBE WHY YOU AVOID IT AND WHAT ALTERNATE ROUTE YOU USE INSTEAD.	
INTERSECTION ROADWAY OR TRAIL AVOIDED MOST?	153
REASON?	130
ALTERNATE ROUTE USED?	123
TOTAL RESPONDENTS	158
SKIPPED THIS QUESTION	181
WHAT ARE THE BIGGEST BARRIERS TO WALKING/BIKING IN ANCHORAGE (PLEASE CHECK ALL THAT APPLY)?	
HIGH SPEED STREETS	89
WIDE STREETS	22
NO SIDEWALK OR PATH	171
DARKNESS/LACK OF LIGHTING	84
COLD/WINTER CONDITIONS	122
ICE AND SNOW OBSTACLES	169
DANGEROUS INTERSECTIONS	130
FEAR FOR PERSONAL SAFETY	103
POOR MAINTENANCE OF EXISTING ROUTES	90
MISSING LINK IN TRAIL SIDEWALK OR STREET	125
OTHER (PLEASE SPECIFY)	48
TOTAL RESPONDENTS	273
SKIPPED THIS QUESTION	66
WHICH OF THE FOLLOWING MIGHT ENCOURAGE YOU TO WALK OR BIKE MORE (PLEASE CHECK ALL THAT APPLY)?	
BETTER MAINTENANCE/SNOW REMOVAL	167
WELL-LIT PATHS AND TRAILS	115
PATH/TRAIL SECURITY MEASURES	75
MORE DIRECT ROUTES	91
OTHER (PLEASE SPECIFY)	75
TOTAL RESPONDENTS	259
SKIPPED THIS QUESTION	80

FROM YOUR PERSPECTIVE AS A USER OF THE TRANSPORTATION NETWORK IN ANCHORAGE PLEASE INDICATE WHAT TYPE (IF ANY) OF TRANSPORTATION CONNECTION (TRANSIT CONNECTION ROAD LINK OR TRAIL CONNECTION) YOU FEEL IS MISSING FROM THE CURRENT SYSTEM WHERE IT IS LOCATED AND WHY YOU FEEL IT IS NEEDED.	
TYPE OF MISSING TRANSPORTATION LINK (TRANSIT ROAD TRAIL)?	214
START AND END LOCATION OF THE LINK?	188
WHY IS IT NEEDED?	200
TOTAL RESPONDENTS	215
SKIPPED THIS QUESTION	124
IF YOU WERE MAYOR OR PART OF THE ANCHORAGE ASSEMBLY WHAT ARE THE TOP THREE THINGS YOU WOULD DO TO IMPROVE MOBILITY (HOW WE GET AROUND IN VEHICLES, BIKES, AND ON FOOT) IN ANCHORAGE?	
FIRST SUGGESTION	247
SECOND SUGGESTION	234
THIRD SUGGESTION	189
TOTAL RESPONDENTS	247
SKIPPED THIS QUESTION	92
AS WE CONTINUE TO STUDY THE TRANSPORTATION SYSTEM IN EAST ANCHORAGE IS THERE ANY SPECIFIC ISSUE THAT YOU FEEL WE SHOULD INVESTIGATE?	
TOTAL RESPONDENTS	180
SKIPPED THIS QUESTION	159
DO YOU HAVE ANY OTHER THOUGHTS THAT COULD HELP SHAPE THE EAST ANCHORAGE AREA TRANSPORTATION SYSTEM FOR ALL MODES--WALKING BIKING AND DRIVING?	
TOTAL RESPONDENTS	145
SKIPPED THIS QUESTION	194
ARE YOU INTERESTED IN BEING ON OUR EMAIL LIST? IF SO PLEASE LEAVE YOUR NAME AND EMAIL ADDRESS SO YOU CAN RECEIVE FUTURE EMAIL ANNOUNCEMENTS ABOUT THIS STUDY.	
NAME	124
EMAIL ADDRESS	127
TOTAL RESPONDENTS	130
SKIPPED THIS QUESTION	209
WOULD YOU BE WILLING TO TAKE ANOTHER SHORT SURVEY LIKE THIS ONE IN THE FUTURE AS ISSUES ARISE?	
YES	224
NO	23
TOTAL RESPONDENTS	247
SKIPPED THIS QUESTION	92